



Make your car last *forever!*

FIRST DRIVE: OUR VERDICT
2015 MUSTANG

CLASSIC AMERICAN

The UK's Number 1 for 26 years

www.classic-american.com

284 DECEMBER 2014

Truck life: 1972 Ranchero
Isle of Wight report
Prescott Hill Climb
1965 Mustang GT
Canadian cars

AMERICAN SUPERCAR SHOWDOWN



CAMARO ZL1
580BHP

VS



DODGE CHALLENGER SRT HELLCAT
707BHP

STATELY
STANDARD



1958 Cadillac
Sedan DeVille

THAT THING GOT A
HEMI?



...HELL YEAH!

1970 Dodge
Charger R/T



Hill Shipping

**USA Car and
Car Parts Shipping
Specialists**

'Taking the stress from shipping'

• **Agents in USA to source vehicles** • **Marine Insurance** • **Complete Professional Package** •



Some vehicles
over 30 years can
now be imported
FREE OF DUTY
(Normally 10%)
& **Just 5% VAT**
(Normally 20%)
Contact Hill Shipping
for further information.
Dependent upon
certain conditions.

We found this 1972 Chevy C10 short bed on Ray's Classics website in San Carlos, California. Not a small truck but very cute so I thought chuck her in at the deep end!
We contacted Ray who was extremely helpful sending us numerous pictures.

A deposit was paid and our truck was put on the water.
We then contacted Kevin at Hill Shipping who wasted no time in arranging delivery of our truck to our friends M.O.T. garage in Four Lanes, Cornwall. (Thanks Martyn & Pen)
The truck is now having a complete service and M.O.T. before being registered and driven.

We would like to thank Kevin at Hill Shipping for a hassle free service of importing our truck from California to Cornwall and thank Ray Adams for his professional handling of our truck purchase.
Last but not least thank you to my wife who will love learning to drive my new toy!, a happy wife is always a good thing!
Mark & Sarah Walkey.



[facebook.com/
HillShipping](https://facebook.com/HillShipping)



[twitter.com/
hillshipping](https://twitter.com/hillshipping)

For prices and further information contact:



Tel: 01795 876000 • Fax: 01795 875000
Email: sales@hillshipping.com www.hillshipping.com

Oh You Pretty Thing!

Welcome to December's issue of *Classic American*. It's a funny time of year for us here on the magazine. The summer shows are over and by the time you read this, so will be our biggest event of the year, the Classic Motor Show at Birmingham's National Exhibition Centre. A new Car of the Year will have been selected and we'll be putting the finishing touches to our January and February issues – the latter goes on sale mid-January, so needs to be completed before the Christmas break – and we will be starting to plan the year ahead in 2015.

One of the things I disliked about retail when I worked in it briefly, was the fact that whatever time of year it was, you were already looking forward to the next season. I realise now, of course, that this is the key to the success of any successful business, including, of course, magazines; it's the five Ps: Perfect

Planning Prevents Poor Performance and other such trite truisms.

The new year promises to be an interesting and exciting one for American vehicle fans. Petrol prices are continuing to slide and look set to drop further next year. The new right-hand drive Ford Mustang will be hitting these shores and more immediately the Surrey Street Rodders have decided to give their annual Wheels Day event a stay of execution, so there's lots to look forward to.

The American automotive landscape has changed markedly over the past couple of decades. Just as car magazines no longer have an information monopoly, so too British-based American car dealers and parts suppliers have lost their exclusivity. The worldwide web has opened up an ever-expanding vista of opportunities for purchases, not limited by

national borders or distance. Punters can go online and buy parts, cars and, yes, even magazines digitally from the other side of the world. But despite all this, there is something special about dealing with the familiar and, as many UK customers have found, there's a lot to be said about onshore customer service, UK consumer protection laws and not getting a customs and excise 'shock-of-your-life' when your stuff lands in this country.

I hope you enjoy this month's smorgasbord of American automotive goodness; as always we've tried to get the mix right, with a bit of this and a bit of that, but we always appreciate any feedback or comments you have – it is after all, your magazine. See you next time!

Ben Klemenzen, Editor
B.klemenzen@mortons.co.uk

Ben Klemenzen



1963 Buick Electra 225.

22



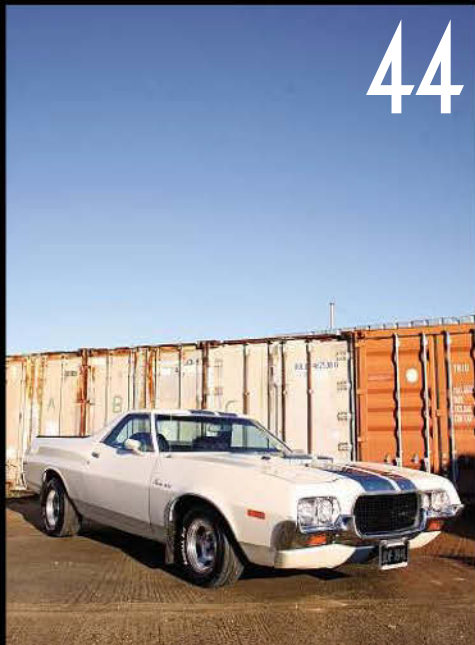
52



40



44



48



Contents

December 2014

Regulars

- 6 News
- 12 Letters
- 16 Across the Pond
- 18 From Here to Obscurity
- 20 Subscription Offer
- 83 Project Pony
- 80 Scale Autos
- 91 Discoveries
- 94 Reviews
- 97 Tex Trubshaw
- 98 Club & Event News
- 106 Ad Gallery
- 108 Events & Cruises
- 113 Private Classifieds
- 122 Back Issues
- 124 Service Directory
- 128 Merchandise
- 130 Next Month & Credits

Features

- 22 SRT Challenger Hellcat versus Camaro ZL1
- 29 '70 Dodge Charger
- 34 1958 Cadillac Sedan DeVille
- 40 1965 Ford Mustang GT Tribute
- 44 1972 Ford Ranchero
- 48 2015 Ford Mustang
- 52 Canadian Cars
- 59 Autumn Classic at Prescott Hillclimb
- 64 Isle of Wight show
- 66 Christmas Gift Guide
- 71 How to make your car... last forever!

34



59



29



claremont CORVETTE

- Claremont Corvette have been servicing repairing and restoring Corvettes for 36 years.
- Unparalleled experience in all aspects of the Corvette from 1953 to 2013, reasonable hourly rates.
- Snap-On tools and factory-backed GM Tech2 Diagnostics for all GM North American thru 2013
- Dedicated body-off facility for safely lifting the body of the chassis on 1953-1982 Corvettes
- Claremont Corvette was founded in 1977 and is still run by Tom Falconer, author of ten Corvette books, and a world-recognised Corvette expert.



1973 Corvette Convertible, 7.4 litre 454 BB auto, silver/midnight blue, power windows, brakes & steering. Full restoration 2005 and engine rebuilt. Dry stored & lovingly maintained. All correct, rare & desirable.....**£39,995**



1999 Corvette C5 5.7 litre LS1 6-speed Manual Coupe Sebring Silver - Light Gray leather, F45 3-way Ride, Bose AM FM CD changer, AC, HUD SS sports exhaust. Very Rare Manual C5, low miles. 62,300 miles.....**£14,995**



1989 Corvette C4 5.7 litre V8 L98 6-Speed Manual, Bright Red with Red leather power sports seats, air conditioned. CD FM stereo. Maintained by Claremont Corvette last 20 years. Recent new tyres on refurbished wheels, weather-strips, excellent paint. Rare 6-speed manual with new clutch just fitted. Claremont stainless Monza exhaust. Massive 20-year service history, superb to drive. 109,000 miles.....**£9,995**



1968 Corvette 327 350hp 4-speed Manual Convertible Safari Yellow with Black weave interior and black convertible top. Extensively restored and very original matching-numbers L79 327 350 V8. Rally Wheels with whitewall radials. New JVC stereo.....**£34,995**



1969 Corvette L89 427 Convertible, One of only 390 L89s made. All original matching-numbers, 2-top, chassis restored. Original Monaco Orange, perfect black interior. 12,200 certified miles in 1997 - 17,240 miles. Massive history. Solid investment.....**£89,995**



1988 Callaway Twin - Turbo 100 Plus Six Speed Convertible. Dark Blue Bright Blue Leather 16,700 original miles. Local from new. In 'Collector's Corvette C4 1984-1996, pages 68-69. 1 of 3 Export - only 1988 100+ Editions with extra 100 bhp. T56 6-speed. Stunningly fast.....**£45,000**



1965 Corvette Sting Ray 327-350hp 4-sp Conv. Glenn Green Beige interior and top. Side-Mount Exhaust, Knock-Off Aluminium wheels, 5 new Tiger Paw radials, Recent extensive interior restoration, carpets and top. Great C2, ready to drive and enjoy.....**£49,995**



Phone for special offers on all Corvette parts.

We are open 9-5 Monday-Friday and 9-1 on Saturdays.

Please telephone to check if a particular car is available to view.

Call us today on 01634 244444

Claremont Corvette Corvette Centre, Malling Road, Snodland, Kent ME6 5ND, England.

Email: info@corvette.co.uk Mob: 07836 388888. Fax: 01634 244534

www.corvette.co.uk



Classic American News



CAR OF THE YEAR ROUND SEVEN!



The final heat of this year's Footman James Car of the Year competition was won by this stunning 1965 Chevrolet Corvette in ermine white. As if its 43,000 mile all original and untouched condition wasn't enough, its super-rare (one of just 771 'fuelie' cars built) fuel-injected 327 V8 motor is really its crowning glory.

Many of these fuelies were converted to run on carburettors later on in their lives, just for simplicity and cost, but this one still runs its original fuel-injection system. It also has a beautiful black leather interior and was purchased in Missouri by a serviceman returning from Vietnam, who promised himself a Corvette if he made it through his tour. Now there's an incentive if ever there was one!

Owners Jerome and Sarah Johnson from Warwick are justifiably proud of their bowtie beauty, which only arrived on these shores less than nine months ago. By the time this magazine hits the shelves (or your doormat) the Classic Motor Show and the finals of this year's Car of the Year will have come and gone, but you can read all about them and this fantastic Corvette in an upcoming issue!

DETROIT: NEW MODELS FOR 2015

The Motor City has been busy of late, trotting out a range of new models ranging from performance cars to trucks to sedans and SUVs. Huw Evans has a look at what's new from Ford and General Motors...

GENERAL MOTORS

2015 Chevrolet Colorado/GMC Canyon

While Ford and Chrysler have all but abandoned the smaller truck market stateside, General Motors is taking another stab with its latest Chevy Colorado and GMC Canyon models. Specifically designed to North American requirements, the Colorado and Canyon are significantly different from each other in the styling department and come as either an extended or crew cab truck with a choice of five-, six- or eight-foot box lengths.

Engine choices comprise a 2.5-litre four-cylinder rated at 193 horsepower and a 3.6-litre V6 rated at approximately 302hp. Both are coupled with a six-speed automatic transmission. Later, a 2.8-litre diesel engine will join the fray, making these trucks the only ones in the segment to offer a diesel. Offered in a choice of two- or four-wheel drive, the Colorado and Canyon were designed to combine the best attributes of GM's full-size pick-ups in a smaller package and are rated to tow more than 6700lb.



2015 Chevrolet Corvette Stingray Z06

Following on from the regular 2014 Corvette Stingray, the Z06 cranks performance up a few notches. Eschewing its predecessor's 7.0-litre normally aspirated small block V8 for a supercharged 6.2-litre unit, delivering more than 620 horsepower. For the first time, the Z06 is offered with an automatic transmission (an eight-speed unit) as well as a seven-speed manual gearbox, though the former does

also incorporate paddle shifters for those who like to change gear themselves.

Another first for a Z06, thanks to a stronger backbone frame, is a removable roof panel. Collectively the new upgrades mean that not only is the 2015 version the fastest Z06 yet, but also the most civilised. Bigger tyres than the standard Stingray and massive brakes (with optional carbon ceramic rotors on the Z07 package) are designed to maximise traction, grip and stopping ability. Further enhancing it are body upgrades designed to enhance downforce, including a front splitter, optional rocker panel extensions and a prominent rear spoiler.



2015 Chevrolet Tahoe/Suburban and GMC Yukon/Yukon XL/Cadillac Escalade

With its full-size pick-ups having a major makeover for 2014, a year later it's the turn of GM's traditional body-on-frame big SUVs, among the last holdouts in what is now a niche segment. A new, stiffer frame adds strength while an aluminium hood and rear lift gate are designed to shave weight.

Updated styling makes the Chevy and GMC versions distinctive from each other, while key aspects include easier interior access, more useable passenger and luggage space, greater refinement and improved ride and handling. An updated 5.3-litre small-block V8, dubbed EcoTec3 is standard, while a 6.2-litre V8 is standard in the Yukon Denali and Cadillac Escalade. Both are teamed with a six-speed automatic transmission. Both two- and four-wheel drive versions are offered, as are a choice of 18, 20 and even 22-inch wheels and tyres.



FORD

2015 Ford Mustang

One of the most highly anticipated cars of the year, the sixth generation Ford pony car is the first to be engineered with a global audience in mind and will ultimately be sold in more than 120 countries around the world.

Engineered for both left- and right-hand drive, it rides on a modified S197 platform with independent rear suspension and a revised Double-Joint front set-up designed to further sharpen handling and steering. The retro styling elements of the previous generation have been turned down, yet most people will still be able to identify it as a Mustang. Both coupe and convertible models are offered, along with a choice of six-speed manual or six-speed automatic transmissions.

Engines comprise a 3.7-litre V6 rated at 300 horsepower, a 5.0-litre V8 rated at 435bhp and an intriguing 310 horsepower 2.3-litre EcoBoost turbocharged and direct injected four-cylinder unit. Interior upgrades see higher quality materials across the board and the first time the Mustang receives the MyFord Touch info entertainment system. To read our First Drive of the new Mustang, turn to page 48.



2015 Ford F-150

It's the world's bestselling vehicle, but instead of playing it safe, Ford has taken a huge gamble with its bread-and-butter full-size pick-up – manufacturing a body largely from military grade aluminium alloys – delivering weight savings of around 700lb.

The new F-150 utilises a revised fully boxed frame and comes with a choice of four different engines – a 2.7-litre EcoBoost four-cylinder, a 3.5-litre normally aspirated V6, a 3.5-litre twin-turbocharged EcoBoost V6 and a 5.0-litre V8. All are teamed with a six-speed automatic transmission. Interesting features include available box-mounted rear back-up camera, LED tail-lights, integrated loading ramps, inflatable second row seat belts and a smart trailer towing feature that alerts the driver to any potential hazards when pulling a load behind. At launch the 2015 F-150 will be offered in five different trim levels, XL, XLT, Lariat, Platinum and King Ranch.



NORTH HANTS TYRES

01252 318666

eBay for
clearance
specials

Like us on Facebook

Visit
our online
store & download
catalogues



NEXT DAY MAINLAND UK DELIVERY
+ FREE TECHNICAL ADVICE

RAISED WHITE LETTER
TYRES

14"-15" MOST SIZES IN STOCK

NARROW BAND,
WHITEWALLS 13" - 17"

WIDE WHITEWALLS 13"-20"



THE UK'S EXCLUSIVE DISTRIBUTOR
OF ROCKET RACING WHEELS



Europe's largest distributor of
Authentic Classic, Vintage and
American tyres!



Contact info: Henry John House,
2 Ivy Road, Aldershot, GU12 4TX
Tel 01252 318666

Email: sales@northhantstyres.com
www.northhantstyres.com

Sywell CLASSIC PISTONS & PROPS

Pistons & Props is a cleverly named event, now in its second year, that is staged at the Sywell Airport just east of Northampton. As its name suggests, it incorporates classic cars and motorcycles along with vintage aircraft displays.

There is more than a touch of the Goodwood Revival about it, with aeroplanes ranging from First World War biplanes and Second World War fighters in the sky and all manner of four- and two-wheeled classics on the ground below.

There's a long racing runway where the fast and the furious can be let off the leash in front of the crowds, as well as a shorter, but long enough, strip in front of the grandstand for side by side US-style drag racing. Meanwhile, the shine and show brigade are located on acres of neatly trimmed grass in front of the splendid art deco building that was once the terminal of the old Northampton Airport and which has been sympathetically

restored as an hotel and restaurant to even better than its former glory.

The period costume aspect started by the Goodwood Revival has caught on at similar events around the country and Pistons & Props has plenty of folks dressed up to the nines in Forties and Fifties style with entertainment to match. Good old-time rock and roll along with a glamorous trio of Fifties beauties singing familiar harmonies from the days of the famous Andrews Sisters (or even the Beverley Sisters if you want to be more patriotic!).

The American look from the Fifties was particularly popular, with lots of leather jackets, Levi's jeans with monster turn-ups and plenty of T-shirts with a 'pack of Luckies' rolled up in the sleeve. And, of course, plenty of GIs – as there would have been back in the day when Northamptonshire and its neighbouring counties were the locations for many of the Second

World War (and beyond) American bomber bases. Sywell itself, however, was not one of them – it hosted a British RAF squadron of Wellington bombers.

Pistons & Props is an event that has really caught on with the American classics crowd, in particular the fans of performance-oriented machinery. The small, but eclectic selection that was on show last year was increased by at least tenfold this time around. Prominent this year were cars owned by the members of the Mopar Muscle Association and the National Street Rod Association and it's a fair bet that those owners will be back for 2015.

Certainly, the show organisers are keen to keep the numbers of eye-catching 'big Yanks' building. Plenty to see for the

Classic
American
fan at

Pistons & Props, then, and surely even more to come next year – so keep track of the 2015 attractions via the event website at www.sywellclassic.com



ELEANOR AT BROOKLANDS

Historics at Brooklands has a few Mustangs going under the hammer at its November 29 auction at Mercedes Benz World, Brooklands, Surrey.

One which caught our eye was this Eleanor recreation, built by Darren Lindop from Staffordshire.

Read more about this remarkable car and Darren on page 96. For more information on the auction see www.historics.co.uk



Fancy an Eleanor?

YANKS UP FOR GRABS AT THE NEC

If you fancy indulging in a little auction action at the Lancaster Insurance Classic Motor Show at the NEC, then make sure you head over to Silverstone Auctions in hall 10, where the bidding will be fast and furious for a variety of classics, on November 15 and 16.

Of particular interest to *Classic American* readers will be these three American vehicles going under the hammer: a 1965 Ford Mustang 289 'Hi-Po' 'K' Code, a 1950 Ford F2 V8 pick-up and a 1955 Ford Thunderbird.

For full lot listings and bidding information visit www.silverstoneauctions.com



1950 Ford F2.



1965 K-code Mustang.

Auction Report:

H&H DUXFORD, October 8

First American car on the H&H Duxford block was a 1926 Buick Standard Six. Originally sold in Australia the right-hand drive tourer returned to the UK in 1979 and had been unused since 2007 although according to the auctioneers: "Has had its engine recommissioned via fitting of a new six-volt battery." Sold with sidescreeens, handbook and a car cover it made £15,120.



Buick.



'48 Chevy taxi.



'50 Chevy.



'54 Chevy.



'57 'Vette.



'55 T-bird.



'72 Mustang.

manual T-bird came with several 1956 additions including porthole top and Continental kit. It was also described as having a 312cu in V8. A previous restoration apparently saw a number of suspension, axle and engine bay components such as the fan surround, chrome plated – which may have put purists off. Prices include buyer's premium, all information was correct at time of going to press. **MR**

An attractive 1948 Chevrolet Fleetmaster sedan was next, painted as a period New York City taxi for an American film. It came with original blue leather interior and 216cu in straight-six engine with three-speed transmission. The Chevy sold for £11,200. Double that amount would have bought you lot 78, a 1954 Chevrolet 3100 pick-up. Described as 'has never seen a welding torch' the customised pick-up boasted a Cordoba front clip with 11in vented discs, 10-bolt Chevy rear axle and a 700R4 auto backing a 383cu in engine apparently dyno'd at 521bhp. Bright orange paint, black leather and American Racing wheels made for an eye-catching truck that sold for £23,240.

Unsold was a 1957 Corvette with just 78,883 (unwarranted) miles. Described as being part of the Dick Van Dijk collection and imported by his eight-year-old son (that's what the description said...) it was powered by a 245bhp, 283cu in with dual Carter carbs and had a three-speed close-ratio gearbox.

A final bid of £19,040 secured an attractive 1950 Chevrolet 3100 pick-up. The fully restored pick-up was described as having a '231cu in petrol engine' (said variously to be 3.5 and 3.8 litres by the auction house) and a three-speed gearbox. The bodywork, brown leather interior, paint and running gear were all described by the vendor as being in 'good' condition – just as one might hope for that sort of money.

Lot 99 was a 1972 Ford Mustang notchback with a 302cu in V8 and three-speed automatic 'box. Despite showing just 40,000 miles and having much of the chromework refurbished, the Mustang went unsold on the day – perhaps there's simply less of a market for the unique notchback body style?

Also unsold was a fiesta red 1955 Thunderbird said to have been exported when new and with one owner until 1997. The three-speed



American Car & Hot Rod Repairs



SERVICE & REPAIR ALL AMERICAN VEHICLES
ENGINE REBUILDS, TRANSMISSION REPAIRS & MOT WORK
ENGINE, CHASSIS, SUSPENSION & STEERING UPGRADES
HOT ROD CONSTRUCTION & FABRICATION WORK



NOW STOCKING:



HOT RODDER'S

CLOTHING OF CHOICE.

01252 371155
www.getgoautospareamerica.com

PLUS
CRATE MOTORS, TRANSMISSIONS, LOWERING KITS,
SUPERCHARGER KITS, AXLES & DIFFERENTIAL UNITS



'CAPTAIN AMERICA CHOPPER'

SOLD FOR \$1.35M

A STAR-spangled Harley-Davidson chopper believed to have been ridden by Peter Fonda's character in the 1969 film *Easy Rider* has been sold at auction for \$1.35 million (£847,492).

It is thought to be the most expensive motorcycle ever sold at auction – beating a 1910 Winchester sold in October 2013 for \$580,000 (£359,811).

The provenance of the motorcycle has been brought into question however. Two Captain America choppers were made for *Easy Rider* and one was severely damaged during filming.

The undamaged chopper was then stolen at gunpoint from stuntman Tex Hall and never recovered. The wrecked chopper was apparently restored by actor Dan Haggerty, who had a cameo role in the film and worked as a set mechanic.

This bike was sold to Texan

Gordon Granger for \$63,500 (£39,393) in 1996. Haggerty authenticated the bike in writing at the time of sale, and again in 2005.

Haggerty then built a second Captain America chopper and sold it in 2002 to John Parham, with a second certificate of authenticity.

Parham kept the bike until 2014, when it was sold to memorabilia collector Michael Eisenberg, with Haggerty's certificate of authenticity and a note from Peter Fonda identifying the motorcycle as "the only, last, original, authentic 'Captain America' motorcycle from the 1969 movie *Easy Rider*".

Fonda has since withdrawn his support for the note, saying that he relied on Haggerty's word for the certification and only gave the motorcycle a brief visual inspection before signing the tank and the letter of authenticity.



As for Dan Haggerty's take on the two-bike problem, the Los Angeles Times reported that Haggerty doesn't deny signing the authenticating documents on Granger's Captain America, but now says he signed an incorrect

statement. Ahead of the \$1.35 million auction sale, Haggerty was quoted by the newspaper as saying: "That was my mistake. It's not the real bike... the bike with me here (at the weekend auction) is the bike Tex Hall gave me."

Obituaries

George Hamilton IV

Country fans around the world were saddened last month when one of its best-loved figures, George Hamilton IV, died on September 17 after a sudden and unexpected heart attack a few days before.

Born on July 19, 1937, Hamilton came to fame as a teen idol when his ballad *A Rose and a Baby Ruth* became a million-seller in 1956. But he was to find lasting success in country music, where his 40 chart hits included the four-week number one *Abilene*.

He was the first country star to perform behind the Iron Curtain and his travels earned him the nickname International Ambassador of Country Music. He was particularly popular in the UK – he appeared at the first Wembley Country Music Festival in 1969 and the following year became host of that long-running event.

Hailing from Winston-Salem, North Carolina, Hamilton described himself as "a city-billy, rather than a hillbilly". Amid the western wear of other country singers, he stood out in a pinstripe suit and tie. His conservative dress and urbane manner caught the eye of TV producer Phil Lewis who promptly



made Hamilton the face of country music on the BBC, with series including *George the Fourth: A King In The Country* and *How The West Was Sung*. Canadian TV's *The George Hamilton IV Show* was also screened in the UK.

Having toured with Patsy Cline in his youth, Hamilton was perfectly cast as narrator in *Patsy Cline: The Musical* in the West End in 1993 and on tour.

Hamilton recorded prolifically in recent years, with standout releases including *A Tribute to Luke the Drifter – The Other Side of Hank Williams*. Last December he released an acclaimed spoken word recording, *The Christmas Storyteller*.

He is survived by Tinky, his childhood sweetheart and wife of 58 years, a daughter and two sons, one of whom is fellow country singer George Hamilton V. **DMcP**

Paul Revere

Paul Revere, the piano and keyboard playing 'Madman of Rock'n'Roll' was born March 9, 1942, in Eugene, Oregon. His band, Paul Revere & the Raiders, had their first big hit with an instrumental called *Like, Long Hair* in 1961. The Raiders went on to have 23 hit singles including their 1963 recording of *Louie Louie* – which got them signed to Columbia Records.

Throughout the 1960s The Raiders recorded a string of garage rock classics in an attempt to fend off the British invasion bands. I'm Not Your Stepping Stone was first recorded by the Raiders, but the Monkees' cover version became better known. Other Raiders hits included *Indian Reservation* and the anti-drug song *Kicks*.

In 1968 George Barris, who had customised several of Revere's cars, built the band an \$85,000 promotional vehicle, the twin Pontiac 428cu in V8-powered Raiders Coach.

Car song enthusiasts should certainly seek out lesser-played Raiders tunes such as *Corvair Baby*,



the heavy rock *Powder Blue* *Mercedes Queen*, and two GM promotional tunes: *SS396* written about the Chevelle and *Judge GTO Breakaway* used for the 1969 GTO television commercial the band appeared in. Touring almost until the end, he died peacefully on October 4, 2014, at his Idaho home following a battle with cancer. **MR**

All things Classic Mustang

BESPOKE CREATIONS OF 60'S MUSTANGS & OTHER CLASSIC CARS

**Classic Mustang Specialist
Hampshire, UK**



"Buy with your heart & realise your dream"

MUSTANGS FOR SALE...

1966 Mustang Coupe



Just arrived, lovely '66 coupe ready to for a bespoke restoration to your exact specification. £15,000-£25,000 (depending on final specification).

1966 Mustang Fastback



This gorgeous '66 Fastback is available to be customised to your specification - colour, engine & suspension performance, gearbox, interior.

1966 Mustang Convertible



GT350 Styling, finished in Sapphire Blue, powered by a 347ci SBF stroker, 5 speed manual, A/C, Disc Brakes, TCP Suspension.

1965 Ford Mustang Fastback 2+2



Finished in Ford Midnight Blue, this '65 fastback features an A code VIN, 289ci Rebuilt Engine, Auto transmission, Power Disc Brakes, Rebuilt Performance Suspension, Rack & Pinion Steering, Polished Aluminium Wheels with New Tyres, Dual Exhaust, Deluxe Pony Sport Interior, GT Fog Lights. It sounds great, plenty of power, and handles like a dream. £32,995.00 GBP

Design Your Own Classic Mustang...

We specialise in bespoke restorations, designed & created to your specification. With our guidance and support throughout, you can own your own dream Mustang. Visit the website for further details, or call to discuss.

Current Projects:

- 1966 Mustang GT Fastback, K Code
- 1968 Shelby Mustang GT500KR RHD Conversion
- 1966 Mustang GT Coupe, K Code
- 1965 Mustang GT Convertible

Services, Modifications and Upgrades:

- Sourcing & Importing
- Full Restorations
- MOT Work
- Disc brake upgrades
- Rack and pinion conversions
- Full interior restorations (including upholstery in leather)
- Audio system improvements
- Rust and chassis repair
- Engine rebuilds / upgrades
- Suspension rebuilds
- Plus much more.

SouthCoast  **Mustangs**

FORD MUSTANG SPECIALIST UK

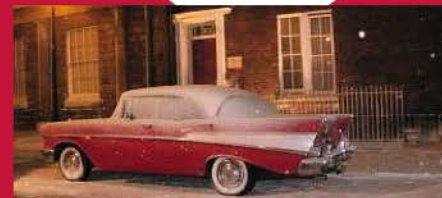
CALL NOW FOR DETAILS: T 02392 477 971

www.southcoastmustangs.com info@southcoastmustangs.com

Based in Hampshire, UK

Classic American Mail

STAR Letter



Set Fire to the Stars

Dear Classic American,
Thought your readers may be interested in a film which has just completed production and is due for cinema release. Set Fire to the Stars is about Swansea-born poet and playwright Dylan Thomas' time in America in the Fifties.

The main star of the film is American Elijah Wood (star of Lord of the Rings and the Hobbit) as Dylan Thomas' manager and Welsh actor

Celyn Jones as Dylan. The film coincides with the centenary of his birth with lots of events planned in Swansea this year. He is still very popular in the US; Bill Clinton and Jimmy Carter have both visited his birthplace in Swansea and if it wasn't for him Bob Dylan would still be called Robert Zimmerman.

Last week I took my '57 Chevy Bel Air to a Swansea street disguised as New York in the Fifties. I was joined by Gary

Morgan with an identical car, Mark Hatton with a '48 Buick Eight, Kerry Morgan, owner of a pristine '58 Buick Special and Red Ramsey with his '51 Pontiac Chieftain. Our cars were used in several scenes, in some parked on the street and others driven past the actors.

The snow you see in the photos is from a machine, it's made from shredded paper – that's Elijah Wood in costume standing in front of my car.

Hope no eagle-eyed views spot that the '48 Buick is right-hand drive (S African import).

Paul Siudowski
Swansea
Wales

With it being 100 years since Dylan Thomas' birth, there are a lot of events and celebrations going on, but what could be nicer though than a film with a lot of American cars in it!



DISPOSABLE CARS

Dear Classic American,
Like Huw Evans says (Oct CA), it's annoying for us enthusiasts that modern cars aren't made to be repaired – they might not last as long as a toaster, but they darn well cost a lot more! Dunno' about Cuba, but it seems like you could make a new '57 Chevy from spare parts, while keeping your '97 Chevy on the road may be more challenging.

Ironically, though Detroit has

been blamed for 'built-in obsolescence', annual model changes were largely cosmetic and most cars stayed much the same under the skin, with mechanical designs evolving gradually.

The big advantage here is that spare parts can serve many models and years, hence it's worthwhile for manufacturers and aftermarket makers to keep supplying them, plus it can be easy to upgrade an older car to a newer specification.

There are several factors here. The list of mandated safety gizmos gets longer quickly; we've had ABS and airbags for a while, more recently anti-skid (braking stability) controls, tyre pressure warning, reversing cameras, and coming soon, the car dials 999 if the airbags go off. Never mind driverless cars, experts are demanding that collision-avoidance systems (car detects obstacles ahead and puts the brakes on) should be mandatory immediately. Of course governments and car makers are keen to show how much they care about saving the planet and keeping us safe, with the unstated advantage to manufacturers of giving them more control over spares and maintenance.

Personally, I'm concerned that drivers may come to rely on these safety features to make up for poor driving technique and keep them out of trouble. Similarly, governments are fixated by fuel economy and exhaust emissions, but what's the environmental impact of making and scrapping disposable cars?

It's also been said that, unlike us hands-on owners, younger people look upon cars like their

smartphones, provided as an all-in package contract with frequent upgrades as new models come along, hence car advertising concentrates on monthly cost rather than 0-60 times.

Ironically, throwaway cars really punish low-mileage drivers. If a car becomes uneconomic to repair after 7-8 years, then if it's been driven 22,000 miles a year it will be pretty worn out anyway, but if it's only done 2000 miles a year it's hardly run in – and think of what it's cost on a per-mile basis! Ever-stricter vehicle inspections (MoT) don't help either. Welcome to the future...

Chris Drewe
Chelmsford
Essex

The car dialling 999 (or 911 more probably) is old technology and GM was offering it as part of its 'OnStar' package for new prestige models back in the Nineties even. One can't help modern cars being marketed on the availability of certain colour packages rather than anything intrinsic to the car's engineering or performance.



Subscribe to Classic American – P20



FROST AUTO RESTORATION TECHNIQUES

THE SPECIALIST for HIGH QUALITY TOOLS & EQUIPMENT for AUTOMOTIVE RESTORERS

Order Online At www.frost.co.uk

Come & see us at the NEC Classic Motor Show 2014
Birmingham, 14-16th November
Stand 19-126



KIWI CORRESPONDENCE

Dear Classic American,

I have just purchased my second copy of *Classic American* from the local convenience store – I have been buying auto magazines since 1945 and I did not know your magazine existed.

Re the Hudson Woodie (Aug CA): To the best of my knowledge most, if not all, full sized US Woodies included the front door in the Woodie construction, whereas the Hudson on page 13 has Sedan type doors. Therefore I would say the Woodie part is a local add on.

Regarding the Hudson Metropolitan, p13, the following are the export numbers to the US years 1953-1959. 1953, 571; 1954, 11,198; 1955, 3849; 1956, 7645; 1957, 13,425; 1958, 11,951; 1959, 20,435. Total US importation 1953-1962: 83,442. Hardly the numbers of a banned import.

I drove an early 1200cc Austin version in the Fifties. I was an apprentice at the local Lucas agent and a traveller from out of town had one which I drove at times. I remembered it as being a bit vague in the steering and a bit 'gutless' but otherwise okay. But not a patch on the rack and pinion steered cars from Nuffield or the Jowett Javelin.

I did not realise there was such an enthusiastic bunch of US car owners in the UK. My US cars are Studebakers ranging from 1931-51.

Lionel Suter
Timaru
New Zealand

It's always nice to know Classic American is making fans of Yank metal happy all over the globe, even down under!



CHALLENGING DESIGN

Dear Classic American,

In a previous edition I read Chrysler may be going to axe the Dodge Challenger, it would be criminal to dispose of those looks (old school). The way a car looks is the number one thing for me, they could put a lawnmower engine in, it would not matter.

Remember the Mustang up until 1973? It looked good, then the fuel crisis took hold. That's when every design changed, for the worst.

Now the Mustang and Challenger have gone back to the old school look, they are now selling well – maybe there's a lesson to be learned here. It would be nice to reissue old style cars, they did with the GT40 the demand was there and with the Eagle (E type) there are kit car reissues they do sell, but no Furs/Dodge Royals etc. or other cars of that era.

I personally don't like modern styled cars, with their slitty headlights and chopped off rear ends. Their side profiles look terrible and as for LEDs and 'dotty' rear lights, these are no good either, the whole rear end needs to be lit up for me (if published I hope manufacturers read this and take note of what the public are thinking!).

J Fisher
Burnham on Crouch
Essex

And the proof of the pudding is the imminent arrival of the 2015 Mustang to these shores, which will be sold through Ford dealers. You can read about our first drive of the car on page 48...

Facebook Feedback

We posted a picture on our Facebook site and told you how, as part of a publicity stunt to coincide with the launch of the Mustang, Ford cut up a brand new '65 and took it to the top of the Empire State building, a feat repeated for the 2015 launch.

Classic American

magazine You can never have too many Mustangs!
John Pogson Bellissimo!!!!!!
Simon Hammond Especially if there 64-65 convertibles!
Simon Hammond Oh no not more Mustangs! Lol
John Braithwaite I thought the article in your magazine said that the 2015 Mustang went up in the lift as well.
Neil Ashworth Great aren't they
John Hodgson I wonder what happened to the car afterwards? Scrapped?



MORE MUSTANGS PLEASE!

Dear Classic American,

I'm writing in response to the moaning Minnie (Nov CA) complaining about too many Mustangs in the mag; I have to say that on the contrary I don't think there are enough! The Mustang must be the most popular American car in the UK, and you only have to look at any show or gathering of Yanks to see this. Apart from being great looking, the parts availability is second to none, they're mechanically simple and easy to work on, plus they fit in a UK garage. No wonder they're so popular. So I say you can never have too many of them!

Giles Peterson
Gerrards Cross
Buckinghamshire

Point taken Giles; but you can have too much of a good thing. We did feel with it being the 50th anniversary of the Mustang and the launch of the new 2015 model we could get away with a bit of pony car saturation over the last 12 months.



Want to join the fun? There's always lots going on the *Classic American* Facebook page, from news, funnies, polls, to useful tips and all the extra show coverage we can't fit in the magazine. To make sure you get your daily dose of *Classic American* fun and trivia, search for *Classic American* magazine on Facebook and click 'like'.

Tony Oksien

Muscle
car filesPlum
crazy
beauty 1970 Dodge Challenger R/T SE

The MoparEuronationals always throws up a few surprises when it comes to the Show 'n' Shine arena; even though I am one of the organisers, like everyone else I never really know what is going to turn up and set the muscle car juices flowing. The Hemi 50th celebratory lineup was very impressive, complete with an ultra rare 1970 Hemi Road Runner, four-speed manual which had never seen before at any UK car show.

However, for me the car that really impressed had to be that of John Marsh from nearby Northampton who had us all gobsmacked when he pulled in with a freshly restored 1970 Dodge Challenger R/T SE, a 383cu in and a four-speed manual no less.

I remember this car from a while back when it was painted white although John has changed the Dodge's colour to Plum Crazy purple (the original factory colour was EB3 light blue metallic).

Although the car was not fully finished with detailing and final assembly in some areas needing attention, the car came up trumps with a Top Five trophy for the owner's efforts. Sitting alongside Pete Harris's outstanding Plum Crazy '70 Challenger R/T SE which also has a 383 motor, but is an automatic and the car made famous in Custom Car as the 'Artful Dodger', the

matching pair made a very pleasing sight. To finish things off Mr Harris also brought along his street/strip 340cu in Challenger which was, you guessed it, an SE version as well.

The Challenger SE (Special Edition) was full of luxury items for the early Seventies. Only available as a hardtop version it featured an unusual rear window treatment by having a small formal rear window in the vinyl roof that looked like the rear glass of a limousine. A glass fibre plug was placed over the rear window and covered by the vinyl roof thus negating any time consuming body work preparation.

The Special Edition was discontinued for 1971 on the R/T, but could be ordered as a luxury package on the base Challenger models, yet the vinyl covered roof small rear window could still be had as the A78 formal roof option, but this was rare with just over 100 being built on the R/T and around 300 on the base models.

The SE Challengers were in direct competition with Dodge's sister E Body model the Plymouth Barracuda, specifically the Barracuda Gran Coupe which was similarly equipped, however both cars went up against the Ford Mustang Grande and Mercury's Cougar XR7, both aimed at the plush end of the pony/muscle car market.

Also included was an overhead console (coded C26,) fixed into the SE's special velour headlining that incorporated warning lights for 'low fuel', 'door ajar' and 'seat belts'. An annoying buzzer sounded at the same time making for a not very popular addition.

The interior however was incredibly plush with carpet everywhere and a leather/vinyl bucket seat configuration that also incorporated cloth inserts and a 'credit option' to give the customer lower cost options elsewhere.

The SE could be had as a standalone Challenger (JH29) with either V8 power or the base six-cylinder and it could also be optioned as a package on the R/T coded (JS29) an SE medallion adorned the vinyl roof near the rear quarter window on both sides announcing the SE nomenclature.

To further enhance the SE model the rear tail-light panel was treated to an AstroTone Silver finish and chrome wheel lip mouldings with full length body sill mouldings which gave the car a stand-out appearance. Every other road user would easily be informed that you chose to drive the Challenger 'little limousine', Chrysler's offering to the more affluent Mopar lovers.

The Challenger was all new, innovative and well received for 1970, it had a grille change and tail-light panel upgrade for 1971, then a rehash for the 1972-74 models with the 'sad face' front end and a four pod rear light section that did it no favours. With these unpopular changes, combined with a shift away from performance types, the model fell out of favour and before long the Challenger was no more.

Obviously the name lives on with the 2008 reintroduction of a retro version keeping alive the original spirit of the car, although everyone loves the Seventies version.

John Marsh's Challenger features a 383 & 4-speed manual.



*We can
ship your
car*

www.dreamcars.co.uk

OPEN TO OFFERS ON ALL VEHICLES

*Cars
imported
to order*



**1979 CADILLAC
SERIES 75 LIMO**
Fantastic original
condition
£5995



2003 HUMMER
Fully loaded, drives
superbly,
taxed & mot
(you'll be back)
£17,995



**1966 FORD MUSTANG
CONVERTIBLE**
V8 automatic,
C-code, factory air-con.
Fog lights, good paint,
recent hood, powered
top, styled steel wheels,
requires finishing
£19,995



**1959 CADILLAC
S62
CONVERTIBLE**
gorgeous california car,
rebuilt suspension and
brakes, excellent
throughout
£65,000



**NEW SHAPE
CADILLAC
ESCALADE**
Black with cream
leather,
fully loaded
£POA



**1958
OLDSMOBILE 88
CONVERTIBLE**
Arriving soon from a
private collection,
stunning rare car,
ready to show, use
and enjoy
£POA



**CITROEN DS
(70's)**
LHD,
phone for info,
£8500



**1999 CADILLAC
SEVILLE STS**
RHD, 4.5 Northstar,
heated seats, ice cold
A/C, excellent interior/
paint, new battery
£1995



**2001
FORD
TAURUS**
Drives superbly
£2995



**1995 MERCURY
GRAND MARQUIS**
Same owner for last
15 years,
excellent throughout,
ice cold air,
good on gas
£1995



**1958 CHEVROLET
CONVERTIBLE**
one of the finest,
unrestored examples in
existence, totally original
29,000 mile car, v8, auto,
power steering, power
top, continental kit
£74,995



**1959 CADILLAC
SEDAN DE VILLE**
Four door, pillarless
original interior,
V8 automatic re-built
engine, good condition
throughout
£21,995



**1960
FLEETWOOD**
Super nice
£15,995



**1995 LINCOLN
TOWN CAR**
Extremely clean, 37k
miles, loaded and
stunning, ice cold A/C,
runs like new
£5995



**1967
BUICK ELECTRA
225**
Excellent condition
£15,995



**1959
CADILLAC
GHOSTBUSTERS**
ECTO 1 promo car
ready to go
£POA



**1994 CHEVROLET
CAPRICE STATION
WAGON**
Fully loaded, will
become a classic, once
quoted as "the best car
in London"
£4295



**1995 FORD
ECONOLINE VAN**
V8 auto, drives great,
Arizona van,
as is
£2995



**1995 PLYMOUTH
VOYAGER**
V6, auto, SWB,
runs superbly
£1995



**1959 CADILLAC
SERIES 62 COUPE**
stunning original,
untouched car which
as to be seen to be
believed, white with
rose interior
£49,950



**1953
CADILLAC
ELDORADO**
Extremely rare,
low production.
First dream car
£POA

82 HOLMETHORPE AVE, REDHILL, SURREY RH1 2NL

**WANTED FOR CASH - ALL AMERICAN CARS URGENTLY WANTED
FINDERS FEE OF £300 LEADING TO PURCHASE PAID!**

TEL. 01737 765050 *Always new stock!*

Huw Evans

Across the pond



Is GM on to something?

With brisk early demand for its new midsize pick-ups, Evans thinks that GM might just have taken the right approach by re-entering the small truck market.



Thirty years ago, you couldn't throw a rock without hitting a small pick-up in North America. The blasted things were everywhere. Most were the product of Japanese automakers, notably Nissan, Toyota, Isuzu, Mazda and Mitsubishi.

Yet such was the demand for them that Detroit automakers saw sense and began offering captive imports — essentially American branded versions of these trucks such as the Chevy LUV (Light Utility Vehicle), Ford Courier, and Dodge Ram 50.

By the mid-1980s however, Ford and GM were building their own, homegrown compact pick-ups and the likes of the Ranger and S-10/S-15 sold in the millions. Today things are different. Detroit has all but abandoned the smaller pick-up segment, choosing instead to field a raft of larger and ever fancier full-size rigs, while those wanting something smaller have to either purchase a Japanese offering — namely a Toyota Tacoma or Nissan Frontier, or look to cars or sport utilities instead.

So why would American automakers abandon a segment that was once so profitable for them? On the surface, it would appear lack of demand and little pricing advantage over big pick-ups. Sales volumes on smaller trucks have continued to decline over the last 20 years, while full-size rigs persistently rank as the best sellers (and profit earners) for the Detroit three. According to data from WardsAuto, midsize pick-up sales amounted to 278,265 units last year in the US, which represented just 1.9% of industry volume.

With those kind of numbers, it probably doesn't seem all that surprising why Chrysler gave up on the midsize Dodge Dakota in 2011, as did Ford with its venerable Ranger and GM the original Chevy Colorado/GMC Canyon a year later.

Granted, Toyota and Nissan have continued to plough ahead but their offerings haven't changed a great deal since the 2005 model year.

That said; things are happening in the midsize truck market. Toyota is finally bringing out an updated Tacoma next year but more importantly, General Motors is mounting a serious challenge to the Japanese incumbent.

For the 2015 model year, GM has launched a new generation Colorado and Canyon, trucks designed to cater to those who still want real pick-up capability but not the size and weight of a full-size rig. The new trucks, which are significantly different from each other in terms of style, come with a choice of two cab styles (extended and crew), two box configurations, a choice of 2.5 litre four-cylinder or 3.6 litre V6 power, two or four-wheel drive and towing capacity (up to 7000lb) that matches some full-size models.

They also deliver significantly better fuel economy (posted figures are 18/26 mpg city highway for the two-wheel and 17/24 for the 4WD version).

And it appears that so far, GM's new midsize trucks have already struck a chord. Last month, the Wentzville, Missouri plant (which builds them) announced a third shift and 750 additional jobs to help keep pace with

demand (dealers saw 30,000 advanced orders for the Colorado alone in September).

In fact, it's this early high demand that has caused rival Ford Motor Company to sit up and take notice. When the decision was taken to phase out the Ranger, the Blue Oval seemed adamant that its truck buyers would gravitate to the F-150 or choose a passenger car instead. However, thousands of Ranger owners (including yours truly) were not particularly thrilled at Ford's approach and it looks as if GM could very well entice them with its new Colorado/Canyon.

With the arrival of the new twins, and both Toyota and Nissan committed to updated models of their offerings, it is said that Ford is seriously rethinking its strategy on small pick-ups in North America. If one does materialise, it is very likely it will be conceived with a global audience in mind even though it will likely be built here.

Meanwhile, if brisk demand for the Colorado and Canyon continues and these trucks help GM make inroads — particularly into markets where it hasn't held sway for a long time (California comes to mind), there's a good chance we might just see a bit of a renaissance in small truck demand. Times may change, but as somebody once said, everything is cyclical. The 1980s compact pick-up craze proved (and perhaps the new Colorado and Canyon might too) that even in the Land of the Free, bigger doesn't always equate to better when it comes to pick-up trucks.

Huw Evans — news & views from North America.



Classic insurance redefined.

Tailor your classic car insurance policy to suit your needs.



Classic benefits included*:

- + Salvage retention
- + Agreed value
- + Shows and events
- + Spare parts (up to a limit of £250)
- + European cover (up to 35 days per trip)

Specialist rates for club members



Cover options*:

- + Breakdown with options to include European cover and Homestart
- + Driving other classics
- + Driving to work
- + Track day cover
- + Wedding hire cover
- + and many more

Policies from just £85**



Footman James

We share your passion



To discover the Footman James difference, call our friendly UK team for a quote today.

0844 826 8956

or visit footmanjames.co.uk

follow us
@Footman_James

*All cover is subject to insurers terms and conditions, which is available upon request.
**Premium example based on: 1975 Chevrolet Camaro Auto. Value: £5000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. An additional £10 arrangement fee will apply.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded. FP ADGE123.06.14



Tel: 01745 335194

**Classic American - Sales - Service - Parts - Trimming
Restoration - Sourcing & Import - Classic Chevy Specialists**

Selling your Car or unwanted Parts?

Top Prices Paid!



Penguin speed shop

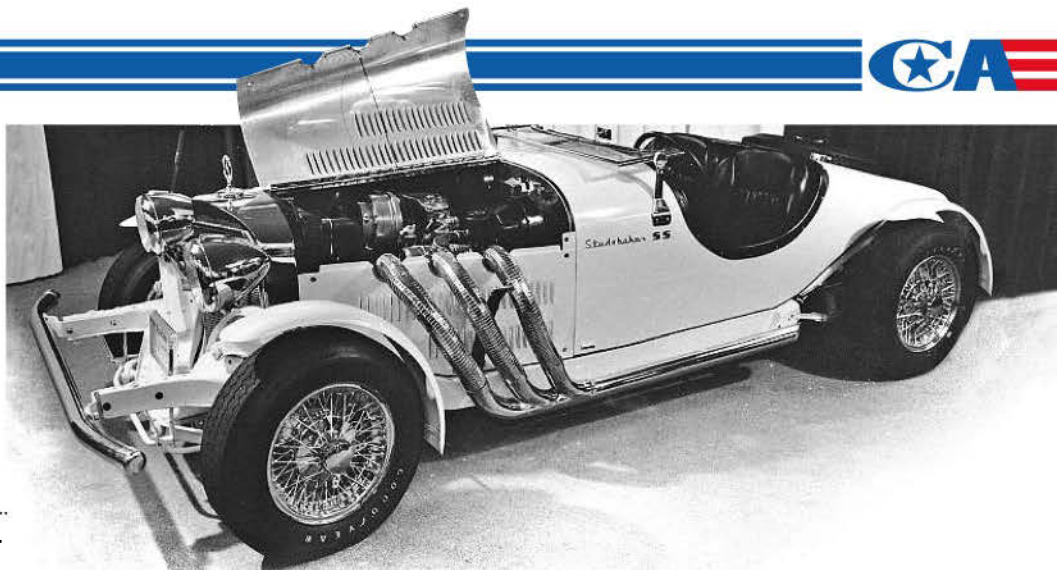
Penguin Speed Shop Ltd

Units 3 - 5 Warren Farm Sarn Flintshire CH8 9DE

Richard Heseltine

From here to obscurity

Ever hear of the Studebaker SS Roadster? No? Thought not. But we bet you've heard of the Excalibur. **Richard Heseltine** reveals the connection...



Meet the 'Mercebaker'

Few designers have had a greater impact on industrial design in the US than Brooks Stevens. This highly-regarded artiste penned everything from kitchen utensils to diesel locomotives and all things in between. Cars, however, were his great love although he became a manufacturer as much by happenstance as planning.

He and his Brooks Stevens Associates staff had worked closely with Studebaker during its twilight years, the car pictured here being intended from the get-go as nothing more than a showstopper; something to distract punters at the 1964 New York International Automobile Show from the fact that there were no new mainstream Studebakers on display.

The plan called for a cycle-winged machine that aped the lines of a prewar Mercedes-Benz. This might seem an odd choice, but Studebaker happened to be the US concessionaire for the

German marque at that time. There was, however, a degree of resistance from the men in suits. Stevens recalled in the early Nineties that when he pitched the idea to Studebaker president Byers Burlingame, "There was a still moment on the phone followed by a dial tone..."

Undeterred, Stevens pressed on and ultimately got backing to build a 'Mercebaker', and roped in his 20-year-old son Steve to oversee its construction. Working from detailed drawings by staff designer Joe Besasie, the younger Stevens built the car alongside two friends, Ray Besasie Jr and Jules Mayeur, in just six weeks. The aluminium-bodied prototype was then tested by Stevens Jr at the Elkhart Lake circuit in Wisconsin before being trailered to New York for the big reveal.

A press release written by Brooks Stevens stated: "Private individuals in America and all

over the world have for the last several decades performed in a hobby-like manner a service to the history of the automobile: something which the automobile industry has not had the time do, or has seen fit to do.

"The discovery and restoration of antique or classic automobiles has now become a most colourful and fabulous historical record of one of the world's largest industries. Many an enthusiast has longed to find, acquire and restore certain species of famous sports cars of the classic period.

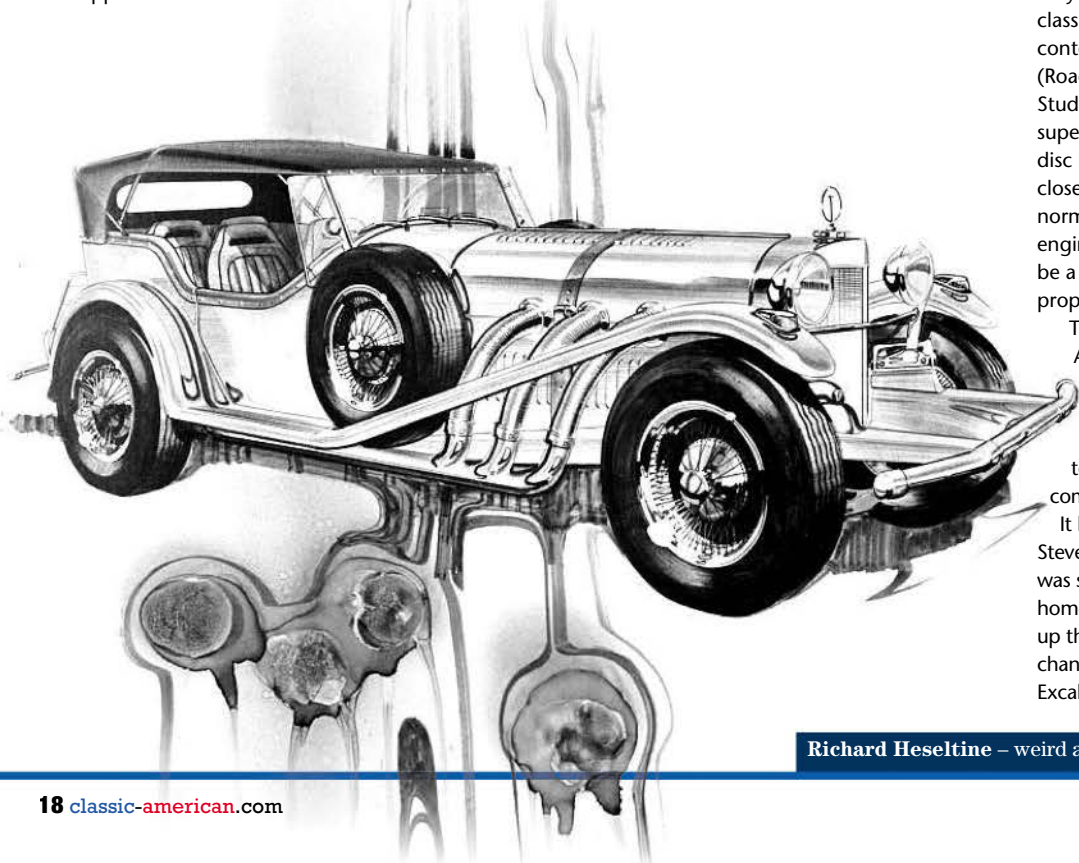
"Perhaps the most famous European car of the period 1927-30 was the fabulous Mercedes-Benz SSK, a close-coupled competition-type sports car built in Stuttgart with Teutonic elegance and functional superiority."

He went on to add: "Brooks Stevens, internationally-known industrial designer and for 30 years an avid collector and restorer of princely classic sports cars, has created in retrospect a contemporary classic: the Studebaker SS (Roadster). This car consists of a standard Studebaker Daytona chassis powered by a supercharged R-2 engine, (and is equipped with disc brakes, a four-speed gearbox and modified close-ratio steering. The only change from the normal Studebaker chassis was to relocate the engine 28in toward the rear. This car was built to be a replica in modern, low-dimension proportion of the SSK."

There was, however, a problem – a major one.

At the last minute, Studebaker elected not to attend the show in the Big Apple. Stevens Sr happened to be good friends with the organiser Gerald Martin and arranged instead to display the Studebaker SS Roadster under his company's name.

It became the talk of the show to the extent that Stevens Jr (who manned the stand singlehandedly) was swamped by prospective buyers. On returning home to Wisconsin, he persuaded his father to put up the money for a production run. Following a change of name, the SS Roadster became the Excalibur and a legend was born.



Richard Heseltine – weird and wonderful American cars from the past.

WORLD WIDE WARR'S

GET ONLINE FOR CHRISTMAS

Log on to our new website today where you'll find an unbeatable choice of the latest Harley-Davidson® models. We also have the biggest and best selection of used and classic Harley-Davidson® motorcycles that you simply won't find anywhere else.

Our website is updated daily so you can be sure you're looking at the latest available motorcycles that our dealerships have to offer you.

The new website doesn't just stop at motorcycles. You can also see and purchase online the latest parts, accessories, merchandise and MotorClothes®. Plus, if you're looking for something different, our renowned King's Road London T-Shirts and Collectables are also available.

So, to find out more about what makes our dealerships so special or for the perfect Christmas gift for the Harley-Davidson® enthusiast, make warrs.com your destination.



Warr's Harley-Davidson®
611 King's Rd, London, SW6 2EL
Tel. 020 7736 2934
warrs.com

Warr's Harley-Davidson® (South East)
16-20 Mottingham Road, London, SE9 4QW
Tel. 020 8857 9198
warrs.com

WARR'S
Since 1924



CLASSIC AMERICAN SUBSCRIPTION FORM

OFFER CODE: caxmas14

DECEMBER ISSUE

SIMPLY COMPLETE THE FORM BELOW AND RETURN TO:
**FREEPOST RTKU-YJBY-HJCR, CA SUBSCRIPTIONS, MORTONS
MEDIA GROUP LTD, HORNCASTLE, Lincs LN9 6JR**

**SIX MONTHLY
DIRECT DEBIT** ☐ £16 + ArmorAll Pack
**ONE YEAR
CREDIT CARD/CHEQUE** ☐ £38 + ArmorAll Pack
☐ £51
☐ £55

UK
EU
REST OF WORLD

☐ I WOULD LIKE A GIFT CARD UK ONLY

PAYER'S DETAILS (MUST BE COMPLETED)

Mr / Mrs / Miss / Ms (please circle)

First name Surname
Email
Telephone
Mobile Year of Birth
Address
Postcode

DELIVERY DETAILS (IF DIFFERENT TO ABOVE)

Mr / Mrs / Miss / Ms (please circle)

First name Surname
Address
Postcode
Email

On occasion Mortons Media Group Ltd may decide to contact you by post/phone regarding information relating to current offers of products or services (including discounted subscription offers) which we believe may be of interest to our readers. If you do not wish to receive such offers please tick this box ☐
On occasion Mortons Media Group Ltd may decide to email/fax you regarding information relating to current offers of products or services (including discounted subscription offers) which we believe may be of interest to our readers. If you wish to receive such offers, please tick this box ☐
On occasion Mortons Media Group Ltd may permit third parties, that we deem to be reputable, to contact you by post/phone/fax/email regarding information relating to current offers of products or services which we believe may be of interest to our readers. If you wish to receive such offers please tick this box ☐

1. ☐ DIRECT DEBIT



Instruction to Bank/Building Society to pay by Direct Debit:

I would like to change/take out a subscription for £16 every six months (UK only)

Account in the name of
Account number Sort code
Name of Bank/Building Society
Address
Postcode

Please pay Mortons Media Group Ltd direct debits from the account detailed in the instructions, subject to the safeguards of the Direct Debit Guarantee. I understand that this instruction may remain with Mortons Media Group and, if so, details will be passed electronically to my Bank/Building Society. **Originator's ID number: 830390**

Signature Date
Reference number (office use only)

2. ☐ DEBIT/CREDIT CARD

Please debit my: ☐ Visa ☐ Mastercard ☐ Switch/Maestro
Card number: /
Start date / Expiry date /
3 digit verification code Switch issue number

Signature Date

3. ☐ CHEQUE I enclose a cheque made payable to Mortons Media Group Ltd

CLASSIC AMERICAN!!! SUBSCRIBER BENEFITS

- Pay only £16 on six monthly direct debit
- Delivered to your door before it goes on sale in the shops
- Never miss an issue!
- Great online services to check your subscription details



It's 26 years since the first issue of *Classic American* hit the shelves, but we're still as passionate about American cars as we were back in 1988. Why not make sure you get your regular dose of American car magic every month with a subscription to *Classic American*?

Not only will you get it delivered to your door a whole week before it goes on sale – giving you first dibs on our extensive private classifieds – but you can also save a whopping 38% on the cover price and no more hunting around the shops trying to find it!

I look forward to sharing some of the amazing cars, events and stories that we have lined up for you this year, it's going to be a great one, so don't miss a single issue!

Ben Klimentz

Giving as a present?

Add the finishing touch with a free gift card. Simply tick the box provided or ask a member of the customer services team.



All gift subscriptions will start with the first issue published after Christmas and available to UK only. All gifts will be posted direct to the recipient from the week commencing December 1. (The gift will be clearly marked as a Christmas gift and 'not to open') Ts and Cs available at www.classicmagazines.co.uk. Closing date 18 December 2014.

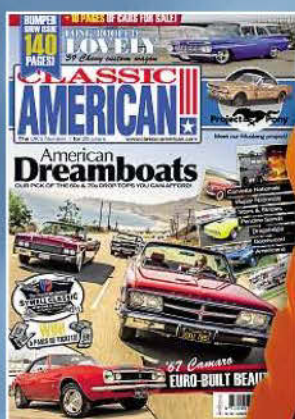
FREE ARMORALL CAR CARE

WHEN YOU SUBSCRIBE*

Armor All is one of the most famous names in car care globally and is the best-selling brand in its native USA. The extensive Armor All range of high-performing products, available throughout the UK, cleans, shines and protects every surface of the car, inside and out.

The free Armor All pack, for every UK subscriber, includes the award-winning, high-technology paint protectant, Armor All Shield, deep cleansing Shield Car Wash and a handy, super-effective two-in-one microfibre Wash Mitt.

For further information, see www.armorall.eu



WORTH OVER £28



3 EASY WAYS TO SUBSCRIBE

SUBSCRIBE SECURELY ONLINE AT www.classicmagazines.co.uk/caxmas14

CALL **01507 529529**

OVERSEAS CALL +44 (0)1507 529529.
LINES OPEN MON - FRI, 8.30AM - 7PM
& SATURDAYS, 8.30AM - 12.30PM

OR SIMPLY FILL IN THE FORM PROVIDED AND RETURN TO OUR FREEPOST ADDRESS

*UK SUBSCRIBERS ONLY EXPIRY DATE 09/01/15

HELLCAT DOG



Taking a look at some of America's most iconic man-made machines over the past century or so reveals much about the national psyche. The Second World War 'Iowa class' battleship was among the most powerful ever built, with 212,000 shaft horsepower, nine 16in guns, and a displacement of 58,000 tons by the time it went out of service.

The big Grumman F6F Hellcat was one of the deadliest naval fighters of the era. The Saturn V rocket is the tallest, heaviest, and most powerful rocket ever made, producing more than one million pounds of thrust.

Big power isn't just limited to American war and space machines though. Their cars are powerful too, as evidenced by the two iconic

muscle cars gracing this page. The recently refreshed 2014 Chevrolet Camaro ZL1 is the most powerful Camaro ever made, with 580bhp on tap. The 2015 Dodge Challenger SRT Hellcat, also new this year, is among the most powerful mass-production vehicles ever made, with 707 screaming ponies under the hood.



FIGHT

Classic American heads over to the United States as the latest Mopar and GM super cars square off for the ultimate muscle car title...



With Ford's 662bhp Shelby Mustang currently out of the production, the Camaro ZL1 and Challenger Hellcat and their combined 1287 horsepower represent the two toughest muscle cars around. One has to be better than the other, though, and as was the case back in the muscle car's heyday, the winner of this contest must

show itself to be dominant at the test track, fast in a straight line, be the best boulevard cruiser, and ooze street presence.

With that in mind, we saddled up and took these two steroid-injected pony cars to some of Southern California's most iconic Americana hot spots to figure out which is best. >>

Camaro ZL1 vs. Dodge Challenger SRT Hellcat

Words: Christian Seabaugh

Photography: Evan Klein

Syndication: Fox



Chevrolet Camaro ZL1

FRONT ENGINE, RWD

ENGINE:

Supercharged 90° V8, aluminium block/heads

DISPLACEMENT:

376cu in/6162cc

COMPRESSION RATIO:

9.1:1

POWER (SAE NET):

580bhp @ 6100rpm

TORQUE (SAE NET):

556lb-ft @ 3800rpm

TRANSMISSION:

6-speed manual

SUSPENSION:

Strut, coil springs, adj shocks, antiroll bar (F); multilink, coil springs, adj shocks, antiroll bar (R)

BRAKES:

14.6in vented disc (F), 14.4in vented disc, ABS (R)

WHEELS:

10.0 x 20in (F), 11.0 x 20in, cast aluminium (R)

TYRES:

285/35ZR20 100Y (F); 305/35ZR20 104Y (R) Goodyear Eagle F1 Supercar G:2

DIMENSIONS

WHEELBASE:

112.3in

TRACK:

63.7in (F), 63.7in (R)

LENGTH X WIDTH X HEIGHT:

190.6 x 75.5 x 54.2in

CURB WEIGHT: 4051lb

PERFORMANCE

ACCELERATION TO MPH

0-60: 3.9

0-100: 8.9

QUARTER MILE:

12.2 sec @ 116.6mph

BRAKING:

60-0mph in 100ft

FUEL EFFICIENCY

(CITY/MOTORWAY):

14/19mpg

BASE PRICE:

\$57,650 (£36,096)



Comparing the 707bhp Challenger Hellcat to the 580bhp Camaro ZL1 isn't exactly a one-sided affair. Both muscle cars are powered by supercharged 6.2 litre V8s, with the Camaro's LSA featuring a 1.9 litre Roots type blower, while the Challenger's Hemi Hellcat has a 2.4 litre Lysholm blower on top. Though the Camaro only produces an SAE-certified 580bhp and 556lb-ft of torque compared to the Challenger's 707bhp and 650lb-ft of torque (at the crank; see sidebar for wheel bhp,) it makes up the difference with a curb weight about 400lb less than the Challenger's.

The Challenger sports the optional eight-speed automatic (a six-speed manual is standard) and the Camaro has the standard six-speed manual. Both cars feature electronically adjustable suspension and a variety of performance driving modes.

The first stop for our pearlescent Sublime Green Challenger Hellcat and our Silver Ice Metallic Camaro ZL1 was the test track, where we were eager to see what kind of numbers the two cars would throw down. The Camaro ZL1 was the poster child for consistency with a 3.9 second 0-60mph run, blasting through the quarter mile in 12.2 seconds at 116.6mph.

That's fast any way you look at it, and yet the Dodge makes the Chevy feel oh so slow. Not surprisingly with more than 700 horsepower on tap and narrow 275-width Pirelli P Zero rear tyres, the Challenger proved difficult to launch even with launch control enabled. The drag race-ready Challenger's best 0-60mph run was with a second-gear start, resulting in a 3.7 second time,

and an impressive quarter-mile performance of 11.7 seconds at a stupid-fast 125.4mph.

That trap speed doesn't embarrass Camaro ZL1 owners alone, but Porsche 911 Turbo S owners, too. The figure eight did much to reveal the different intended functions of the Camaro and the Challenger. The Camaro is well-balanced; you can tell its engineers were just as interested in making a track-capable car as they were a street-racer.

The ZL1 is well-suited for handling work, with quick, accurate steering that weights up nicely, and a well-controlled ride, thanks to GM's trick magnetic shocks. The ZL1 lapped the figure eight in 24 seconds at a 0.85G average, and pulled 0.99G average on the skidpad. Lapping the Camaro quickly is an exercise in point and shoot, as the Chevy for the most part just sticks and goes without the driver having to do much work at all.

While the Camaro behaves like a sports car, the Challenger pretends to be nothing else than a straight-line dragster, and when you toss a corner its way it can be a handful. As one test driver put it, the Hellcat handles "just like a Challenger, understeer into the corner, oversteer out". The quickest way around the figure eight ultimately was the old tried and true racing mantra of "slow in, fast out" as you lap the boat-like car.

The result is still pretty impressive, even if it doesn't feel it, with a 24.7 second figure-eight time with a 0.85 average G, and a 0.94 lateral G average skidpad performance. The Hellcat may not inspire confidence in the corners, but it'll do the most glorious drifts you can possibly imagine as it shreds through its rear tyres.



HEAVY METAL

The Hellcat is the heavier, more powerful car, but at 4449lb and 707hp, it's got nothing on the USS Iowa battleship with its 58,000 ton displacement and 212,000 shaft hp.





Challenger SRT Hellcat

FRONT-ENGINE, RWD

ENGINE:

Supercharged 90° V8, iron block, aluminium heads

DISPLACEMENT:

376.2cu in/6166cc

COMPRESSION RATIO:

9.5:1

POWER (SAE NET):

707bhp @ 6000rpm

TORQUE (SAE NET):

650lb-ft @ 4000rpm

TRANSMISSION:

8-speed automatic

SUSPENSION:

Control arms, coil springs, adj shocks, antiroll bar (F), multilink, coil springs, adj shocks, antiroll bar (R)

BRAKES:

15.4in vented disc (F), 13.8in vented disc (R), ABS

WHEELS:

9.5 x 20in, forged aluminium

TYRES:

275/40ZR Pirelli P Zero

DIMENSIONS

WHEELBASE:

116.2in

TRACK:

64in (F), 63.7in (R)

LENGTH X WIDTH X HEIGHT:

197.5 x 75.7 x 55.7in

CURB WEIGHT:

4449lb

PERFORMANCE

ACCELERATION TO MPH

0-60:

3.7

0-100:

7.7

QUARTER MILE:

11.7 sec @ 125.4mph

BRAKING:

60-0mph in 109ft

FUEL EFFICIENCY:

Not yet rated

BASE PRICE:

\$60,995 (£38,191)



After a day at the track, we kicked the next day off at Camarillo airport, where the Commemorative Air Force's SoCal wing was kind enough to pull out a F6F Hellcat and a F8F Bearcat for a photo op. The F6F Hellcat strangely links both old GM and modern-day Chrysler together. The Hellcat's predecessor, the Wildcat, was built in large numbers by GM during the Second World War. GM's Buick division also built its own Hellcat during the war – the M18 Hellcat tank destroyer. Now it's Chrysler pushing out its own Hellcat.

While not armed like the other vehicles that share its name, its Hemi does produce more horses than the M18 Hellcat, which 70 years later is still one of the fastest armoured vehicles ever produced. Getting from the airport to our other locations required lots of highway driving, and this is where the Chevy and Dodge really began to distinguish themselves.

The Camaro is the more relaxed of the two. Its V8 quietly hums in the background, it rides beautifully, and it really makes a great grand touring car. The Challenger also excels on the freeway. Its ride is a bit busier, but its lounge seats make up the difference. The Hellcat Hemi has a burly exhaust note and a wicked supercharger whine while hustling, but the eight-speed transmission does much to tame the cat while cruising along, ready to swap cogs quickly should the need arise.

On the highway we got our first real preview of the kind of reaction the two muscle cars inspire. We were motoring along the freeway heading back into LA, my colleague led in the Challenger with me following close behind in the Camaro, when all of a sudden a California Highway Patrol Explorer made a beeline for us. The cop slowly passed on the right, eyeing me as he moved up to flank the Challenger. The officer matched the Hellcat's speed for a good minute or two and we were convinced we were seconds away from getting pulled over, but it never happened.>>



POWER DOWN

The Camaro is easier to launch than the Challenger and gets the holeshot every time, but the Hellcat has the power to run it down.



Public reaction to our Challenger, and to a somewhat lesser extent our Camaro, remained strong throughout the day along old Route 66 and at the Route 66 motel, but when we visited Irwindale Speedway for Thursday night drag racing it became pretty clear which car had more street presence. From the moment we pulled into the lots, it was obvious which car the crowds cared more about.

People immediately began flocking to the Hellcat, leaving the poor Camaro alone in line. Fathers and sons, young and old, import and domestic fans – it didn't matter; all had to have a peek at the new Challenger for themselves.

Even after our first photo runs down the eighth-mile strip, the initial curiosity didn't wear off. The Challenger drew constant crowds of kids, car enthusiasts, and even a random local journalist who wanted to know exactly what all the fuss was about. The Hellcat and ZL1 went head to head at least three times throughout the night, with the races neck and neck due to the Camaro's very real traction and weight advantage compared to the Challenger over the short strip.

Still high after our night of drag racing, our first stop the next morning was the USS Iowa Museum in San Pedro. Even with the iconic battleship in the background, the two cars – especially the Hellcat – drew a crowd.

Underneath the sinister sheet metal and aside from the blown engine, the 2015

Challenger SRT Hellcat is really quite the complete package.

It sports one of the best interiors in the segment with high-quality materials, a great infotainment system, an even better audio system, room for five, and a stunningly low starting price of just \$60,995 (£38,191), with an as-tested price of \$64,570 (£40,429).

The Camaro ZL1 feels somewhat less special than the Challenger inside. Sure, it's got Alcantara just about everywhere, and snug bucket seats, but you can tell Chevy's focus was elsewhere. The Challenger gets all the little details that make a muscle car special right (like the Dodge Brothers logo hidden in the centre console), whereas the Camaro doesn't really have a cohesive interior design, with things such as its navigation system tacked on like an afterthought. Even so, the Camaro ZL1 is the cheaper of the two, with a \$57,650 (£36,096) base price and an as-tested price of \$59,045 (£36,970).

While the Camaro and Challenger have traded blows in straight-line versus cornering speed, and been evenly matched just about everywhere else, street presence is important. Simply put, the Challenger SRT Hellcat has tons and the Camaro ZL1 has considerably less. Muscle cars are supposed to be as much about the show as they are about the go. Dodge proves that it still understands that with the new Challenger, while what's supposed to be the most potent Camaro on the block appears to have forgotten that.



The Challenger's best 0-60 start was 3.7 seconds.

The Camaro ZL1 was the poster child for consistency with a 3.9 second run from 0-60mph.



RETRO GETS DATED

The Camaro's retro-inspired interior was neat at first, but it's showing its age. The best parts are the ones you touch most: the track-ready seats and the Alcantara or leather-wrapped steering wheel and shifter.



Ultimately, the Challenger Hellcat comes out on top. Its focus on power, presence, and straight-line performance shows that the Dodge boys still know how to make a killer muscle car after years of being consistently stomped on by Chevrolet and Ford.

As capable and well-balanced as the Camaro ZL1 is, the Challenger SRT Hellcat cements itself as the ultimate muscle car. Like the muscle cars of the late Sixties and early Seventies, it's built to be a street king with some serious power under the hood, and it looks the part with its new drool-worthy sheetmetal. The Hellcat proves that the heyday of the muscle car wasn't 45 years ago – it's now. ★

Dyno-mighty – Hellcat and ZL1 hit the rollers

Seven-oh-seven. Not since the famed Boeing jetliner of the same name has the number 707 been so tantalizing. With Mopar claiming the new 2015 Dodge Challenger SRT Hellcat makes 707bhp, we thought it was time to put it and the 580bhp 2014 Chevrolet Camaro ZL1 on the chassis dyno at K&N Engineering's Riverside, California, shop.

Our eight-speed automatic-equipped Challenger Hellcat was the first to hit the rollers. Dodge says the Hellcat's 6.2 litre supercharged V8 produces an SAE-certified 707bhp and 650lb-ft of torque at the crank. That's not true. It produces more – much more, even, depending on what sort of drivetrain loss you're assuming.

According to the dyno results, the Challenger SRT Hellcat puts down 635bhp and 591lb-ft of

torque at the rear wheels. Assuming a 12% drivetrain loss (automatics are getting more efficient each year), that means the Hellcat puts out about 722bhp at the crank. As for torque, well, the Hellcat makes more than advertised there as well – 672lb-ft which might help explain the set of rear tyres we burned through.

Other interesting tidbits about dyno'ing the Challenger: The Hellcat is the fastest thing K&N had ever strapped to its dyno. The speedo stopped reading at 202mph, but the car kept accelerating to above 225mph when it over-spun the dyno.

While the Hellcat will never go that fast moving through the atmosphere (it has the aerodynamics of a brick), it's refreshing knowing that the SRT team is so committed to being extreme that it didn't bother fitting the Hellcat with a speed

limiter. Not only is the Hellcat among the fastest things to ever get strapped to a K&N dyno, but one of the hottest – it took five fans pointed at the Hellcat in order to keep it cool for its fifth-gear dyno pull.

Now on to the Camaro. Chevrolet rates the ZL1's LSA 6.2 litre supercharged V8 at an SAE-certified 580bhp and 556lb-ft of torque. Our six-speed manual tester put down 472bhp and 482lb-ft of torque to the rear wheels, which K&N noted was about 20 fewer wheel horsepower than it was used to seeing from a stock Camaro ZL1.

Assuming a 10% drivetrain loss for the manual Camaro means the LSA is making 524bhp and 536lb-ft of torque at the crank. While a bit lower than expected, it's worth noting that our ZL1 tester's test track numbers were exactly what we'd expect from a ZL1.

POWER STRUGGLE

The Hellcat and ZL1's brake horse power numbers are crazy, but how do they stack up against other cars?

987
2005 Bugatti Veyron
904
2014 McLaren P1
887
2014 Porsche 918 Spyder
850
2013 Shelby GT500 Super Snake
750
2006 Saleen S7 Twin Turbo
731
2014 Ferrari F12 Berlinetta
707
2015 Dodge Challenger SRT Hellcat
691
2012 Lamborghini Aventador
662
2013 Ford Shelby GT500
661
2010 Lamborghini LP670-4 SV
661
2009 Mercedes-Benz SL65 AMG Black Series
660
2003 Ferrari Enzo
640
2014 SRT Viper
638
2013 Chevrolet Corvette ZR1
631
2007 Lamborghini Murciélago LP640-4
623
2005 Maserati MC12 Stradale
622
2014 Mercedes-Benz SLS AMG Black Series
621
2010 Bentley Continental GT SuperSports
621
2013 Mercedes-Benz SL65/CL65 AMG
620
2011 Porsche 911 GT2 RS



The trusted source of all new and late used American vehicles

We are based 2 minutes from junction 26 of the M25 -
Waltham Abbey, Essex EN9 3QF
01992 651704 / 07773 394255
www.51stateautos.com

✓ FINANCE
✓ PART EXCHANGE
✓ SERVICING

Follow us on Twitter @51stateautos

More vehicles
always in stock
and available
to order

2014 Dodge Ram 1500 V6 Diesel In Stock

The long awaited 3 Litre Diesel Ram 1500 is finally here!!!
Astonishing performance and fuel economy. These are proving a huge hit in the States with the best Fuel economy numbers of any US mid size truck. In stock now for immediate delivery.

This particular truck is the Top Spec Laramie crew cab with the usual refinements

- Power sunroof ■ Full leather bucket seats ■ Euro sat Nav with Blue tooth and media stream ■ Twin rear exit exhaust
- Heated and vented front seats ■ Heated rear seats
- Remote engine start ■ Proximity keyless entry ■ Keyless Go
- Rear camera ■ Front and rear parking sensors
- 20 inch chrome clad wheels ■ Spray in bed liner

£38,995 + VAT



New CORVETTE Stingray

Breathtaking new Corvette available to order - this was one we brought in for a client in one of the best colour combinations of dark night race blue with grey Mulan leather interior.

This car has the Z51 performance package, 2LT trim, performance exhaust and Paddle shift auto transmission. Unlike the other suppliers we can still source 2014 Cars from US dealer stock and with the pound at such a high level pricing is very competitive.

We have been supplying the UK market for over 10 years and can source any model from our huge dealer network in the States so call us for more information.

£63,995



THE HOME OF RAM TRUCKS IN THE UK



Just arrived!!!! Immense 2014 Ram 3500 Limited crew cab diesel. Unbelievably highly specced & huge power yet still maintaining impressive fuel economy (23mpg motorway). The Limited spec is the highest available and boasts one of the most luxurious interiors ever fitted to a pickup. Full leather seating with contrasting piping, black burled walnut trim, LED lighting and a soft, French-stitched full leather lid atop the center console. Chrome ringed-gauges with liquid graphite needles, rear flap-closure seatback map pockets and berber carpeting. A wonderful sound system & huge touch screen navigation, with bluetooth media streaming and full truck controls through the touch screen. Full climate control, cruise control, heated and vented front seats, heated rear seats. Rare in a diesel is remote engine start and diesel exhaust braking along with electronic trailer brake control. This truck also has the new Aisin 6 spd auto transmission which pushes the HP up to 385 bhp whilst improving fuel efficiency. Other features inc. as standard on the limited model such as spray in bed liner, rear camera, Limited spec 17 inch wheels, etc etc.....**£51,995 + VAT**



Incredible off road beast!! The Iconic Raptor has taken the US Pick Up market by storm - just look on Youtube for some of the incredible stuff that these trucks can do! This is the more popular Supercab version & has a Huge Spec - Luxury pack, Power sunroof, Touch screen navigation (Euro conversion available), Spray in bed liner, tailgate step, bed extender, heated & cooled seats, remote start, parking sensors, rear & front camera. Powered by the immense 6.2 Litre V8 this truck delivers 411hp with 430 pounds of torque!!!!**£43,995 + VAT**



This Quad Cab Laramie 1500 4x4 is finished in Deep Cherry Red Metallic. The quad cab comes with the 6'4" bed as standard yet still has 4 full doors and plenty of rear cab space. This particular truck is rare in that it has the full 6 seats as opposed to 5 that most of the 1500s available in the UK have.....**£31,995 + VAT**



Just Arrived - Brand New 2014 model year Ram 1500 - Top spec truck now coming with front as well as rear parking sensors. All options including 8 speed auto transmission on a dash dial, remote engine start, push button go, rear camera, Euro Sat Nav with 8.4 inch touch screen connectivity, heated and cooled front seats, heated rear seats, heated steering wheel, 20 inch chrome wheels, power sunroof, bluetooth and full media hub with Iphone compatibility, leather interior, power pedals, drop in bed liner. Astonishing spec and value for money.....**£32,995+ VAT**



2014 Ram 1500 Crew Cab in flame red. A stunning Crew Cab sport with 4 corner air suspension. The Sport version of the 2014 Ram is very highly specced and comes with Colour coded bumpers, door handles and mirrors and sport performance double vented bonnet, Full leather bucket seats, Heated and vented front seats, 20 inch polished wheels, 8.4 inch touch screen stereo with full EU navigation, Integrated media hub with SD card and USB ports, Bluetooth media streaming and phone, Dual rear exit exhaust system, Power sunroof, Remote engine start, Keyless entry and go, Front and rear parking sensors, Rear camera, Underfloor insulated storage bins, Drop in bed liner.....**£34,995 + VAT**

HOLDIN' OUT FOR A HEMI



Since first seeing the car more than 12 years ago, Jonathan Mason has only just got his hands on the keys to this Hemi-powered 1970 Dodge Charger R/T. It was worth the wait.

Dodge Charger, triple black, Hemi. For the muscle car man with a penchant for Mopar products, the combination of those three attributes is the recipe for wheeled perfection; the ultimate, most desirable muscle car there is. It's easy to see why. The 426cu in Street Hemi (or 472 in this case) needs no introduction as the ultimate race-bred V8 powerhouse. A track engine for the street, deserving of its 'Elephant' nickname, the Hemi offered truly outrageous performance to those who could meet its price tag.

Then there's the car that engine is bolted into. Objectively the Charger's three-box coupe shape is deeply conventional, then and now.

It certainly doesn't scream performance in the same way a Corvette or Countach does. Yet, it was an extremely handsome three-box coupe with a square-jawed front, long bonnet and a low, heavily raked roofline sitting above a defined beltline that kicked up over the rear wheels in an animalistic display of latent power.

Stripes, spoilers, vents or flares were not needed when the basic shape of the '69-70 Charger combined a restrained elegance with overt visual menace. A menace undoubtedly aided by those hidden headlamps giving the Charger a dead-eyed, shark-like gape to its frontal air intake. Paint the car black and the sinister, brooding menace the Charger exudes is magnified. Add the loping thunder of a tuned Hemi as a soundtrack and the result is the stuff that excites grown men and makes

530bhp 472 cu in Hemi V8.



children cry. Nobody wants the good guy's car, everyone wants the bad guy's.

Chrysler had quickly learnt by the slow-selling '66-67 models that looks were critical in this highly competitive sector. So, when Dodge hit the stylistic jackpot with designer, Richard Sias's '68 model, styling changes were limited over the next two years to a nip here and a tuck there. Looking at Jonathan Mason's 1970 model here, the most obvious deviation is the adoption of a chrome loop bumper, totally

encasing the grille. This was very of the moment in 1970, though the idea of the loop grille and electronically operated headlamp hoods in place of vacuum had first been trialed the year before on the Chrysler 300. In addition for 1970 came the inevitably revised, now full width, tail lights, a few minor interior changes (lockable steering column and map pockets optional rather than standard), but mechanically the big news was the introduction of the six-pack option for the 440 engine. >>



Hide-away headlights were vacuum operated in '68 and '69...

Of course, it's the Hemi that hit the headlines back then and gets enthusiasts trembling today, but it's worth remembering just how few were made. In 1970 it's said that just 112 Hemi Charger R/Ts were made. The truth was that for most Charger buyers, the simple uncomplicated grunt provided by the 375bhp 440 big block was enough. Plus the ever-spiralling insurance costs for the fastest of muscle cars dissuaded all but the most committed. Most of those who were suitably determined found temptation in the all-new-for-1970 Dodge Challenger.

For whoever wrote the cheque for the triple black R/T we're looking at here back in 1970, a simple 440 was adequate. It was still 440-powered when Jonathan first set eyes on

the car, covered in dust and ravaged by time more than 12 years ago: "I had arranged to see a car Chris Goodale (formerly of WASP) was selling when I saw this Charger at the back of his unit. It was pretty rough and obviously needed a full restoration, but in black it was my dream car. I didn't buy the car I went to look at, but I did become good friends with Chris and did promise myself a Charger one day."

Fast forward 12 years and Jonathan had been busy sampling an eclectic selection of American and European performance cars. A Mustang, a Chevelle SS came and went leaving a Plymouth Satellite and a Lotus Esprit Turbo in the garage when the phone call came.

... for '70 they switched to electric.



"Since I'd last seen the black '70 Charger it had been in the hands of Chris's father who had totally restored the car from a bare shell and built it into what it is today. The phone call was Chris ringing to tell me that if I wanted it, I could buy it.

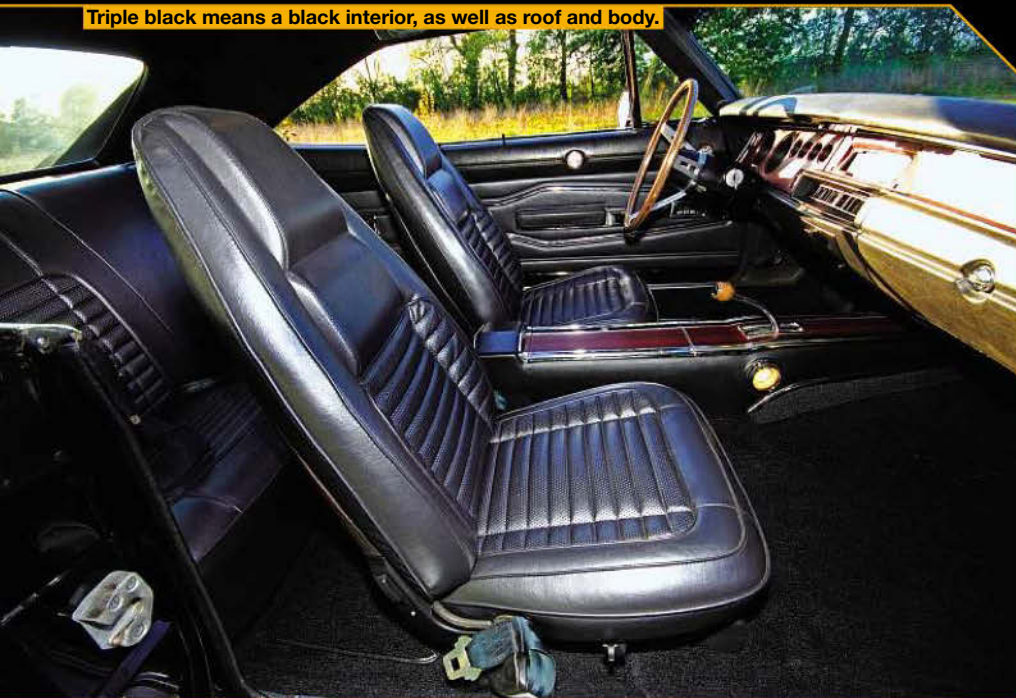
"That left me with some serious thinking to do," remembers Jonathan. "Of course I wanted the Charger, but buying it meant selling everything else."

There was a good reason why the Charger wasn't cheap though. Once stripped to a bare shell there was, as expected, the usual Mopar rot to deal with, though it wasn't as bad as it could be; which kept panel replacement down to the boot floor and lower rear quarters. Thanks to the Charger's incredible aftermarket parts supply all worn or tatty parts could be replaced, but it was thanks to the standard of care and craftsmanship on the body that this car stood out for Jonathan among every other restored Charger he'd seen.

"I've spent some years in the motor trade, so I know what I'm looking for and I am very picky. Added to which, you simply can't make a mistake on an all-black car like this. However, the standard of restoration on this is simply exceptional."

While the body, suspension and interior (the dash panel has been replaced with the correct part since this photoshoot) were restored to stock specification, the 14in Rallye wheels were swapped for a set of 15in deep dish steels without caps and period-looking Redline tyres; surely the mean and moodiest >>

Triple black means a black interior, as well as roof and body.





Full width taillights were new for 1969 and carried over to '70.

1970 DODGE CHARGER R/T



The Clean Machine. The Superstar. The Magnificent Brute. These are but a few of the superlatives used by automotive experts to describe the Dodge Charger R/T. By any measure, it's a special kind of personal car. Up front—a 440-cubic-inch Magnum V8 with a four-barrel carburetor. A study in aggressiveness. But it's not recommended for timid souls. It rides rock steady on its special heavy-duty R/T Rallye Suspension. Experts for far cornering and out-braking maneuvering seen. Over-sized heavy-duty drum brakes are standard, of course, as are 70x14 wide-track whitewalls and a choice of burnout-reducing slicks or a longitudinal sipe stripe. And to make those stripes stand

out, order your Charger with one of the new (optional) colors: Plum Crazy (shown below), Banana, Redline, Go Mango, or Heat Orange. Inside, bucket seats. And the instrument panel's Charger R/T's simulated vinyl instrument panel has, from left to right, a clock (optional), tachometer, fuel gauge, oil gauge, ammeter, and battery-charging gauge. Notice we said gauges, not lights. A Rallye clock/tach is optional. Tripod-style automatic transmission is standard with the full-spectrum four-speed manual gearbox, a not added-cost option. That's it, except for the ride, the feel, the response, and the control. These you can only experience by driving a '70 Charger R/T.

Charger R/T. Banana Redline at the Test.



Manual brakes make for stronger leg muscles.

CHARGER

1970 DODGE



Sooner or later, you're going to get yours... Charger, that is. And why not? It's everybody's idea of what a family-sized sports car should be. Take a good look at that new mean-some front end and rakish continental-style bumper. You can tell it's a Charger a block away. So can everybody else. And here's a good news for those of you who've longed for

Charger's brand of excitement and bench seats. Now you can have both! All-steel bench seats in Charger. A small but noteworthy concession to the man who has everything—including a family. A quick glance at the standard equipment list on page 10 measures you that just about all the other goodies you expect to get with Charger are still there. Mother wanted you there would be sure that the sensational new 1970 Dodge Charger. Little did she know!



combination for a car like this. The factory power disc brakes were changed to manual due to clearance issues with the large valve covers and low vacuum due to the performance cam. This results in a little more legwork when stopping the car.

Ah yes, the engine. Despite still having its original 'numbers matching' 440, the RB big block was carefully mothballed in the garage in case one day the pressure for originality wins over. However, neither we, nor Jonathan can see that day coming any time soon as filling the space it vacated sits a new crate

472 cu in Hemi, packing 530bhp and 540lb-ft of torque. Impressive figures by any standards and a good 100bhp over what was advertised for the Hemi Charger in 1970. Though it's often said that Chrysler's advertised power output was extremely conservative – a ploy to keep the increasingly nervous insurers happy.

Having owned various healthily potent Mopars, it's interesting to get Jonathan's take on what makes Hemi power different: "Unlike the cars I've had before, where the power tails off, the Hemi just keeps pulling. The harder you drive it the more it gives. The

power is truly incredible."

Unfortunately, and by his own admission, Jonathan has not spent nearly enough time behind the wheel getting to grips with this muscle car great.

"I think I've only done about 50 miles in it so far," he laughs. "I keep promising to get out in it more, but it's the car's condition that's the scary thing, rather than the performance. Still, out of all the cars I've had, this is the one that's the keeper, so I'm going to have plenty of time to properly get to know it." ★

Redlines and no hubcaps make for a mean, mean lookin' machine.



The Ghost of Christmas Fast.

Want Santa to deliver some horsepower this year?
Fill your wishlist with performance parts
and gear from Summit Racing.

From tires and tools to T-shirts and toys,
rely on us to fuel your high-octane holiday.



1957 Chevy Bel Air Shelf

- Authentically detailed front end
- Cast resin; tempered glass shelf
- 20.5" wide x 6.6" high x 8.2" deep

SBL-7580-02 | \$74.97 USD each



Dash Pads

Renew Your Interior!

Keyword: UDD Dash Pad

as low as | \$233.97 USD each



Road Assault Suspension Kits

Dramatically Improve Handling!

Keyword: SDP Road Assault

as low as | \$1,878.09 USD kit



Universal 28-Circuit Harnesses

A Better Way to Wire!

Keyword: PRF Universal 28

as low as | \$419.99 USD kit



Fuel Tanks

High-Quality Tanks!

Keyword: SUM Steel Tanks

as low as | \$99.97 USD each

**Low Cost,
No Hassle,
Landed Cost Shipping!**

Choose landed cost service
and all duties, taxes, and
clearance fees are included.
In-stock parts shipped same day,
delivered to your door,
with no hidden fees.

Questions? Complete details available
in Customer Service section of
SummitRacing.com, talk via **Live Chat**,
or call us 24/7!



GP Series Portable Generators

Affordable Power!

Keyword: GNR GP Series

as low as | \$439.00 USD each



Engine Rotating Assemblies

Packed with Features!

Keyword: SCA Rotating Assemblies

as low as | \$1,433.97 USD kit



Vehicle Bodies

Bel Airs and Camaros!

Keyword: RLD Bodies

as low as | \$11,500.00 USD each

Expert Advice • Huge Inventory • Fast Delivery • World-Class Customer Service

International Sales: USA 1.330.630.0230

Tech: USA 1.330.630.0240 • SCode: 1412CAU

Call by 10 pm EST: In-Stock Parts Shipped That Day!

Find it at **SummitRacing.com**



Prices good through 1/1/15 • Typographical, description, or photography errors are subject to correction.
Some parts are not legal for sale or use on any pollution-controlled motor vehicles. ©2014 AUTOSALES, INC.

1958 Cadillac Series 62 Sedan de Ville

Words: Nigel Boothman **Photography:** John Colley



Looks good, doesn't it? And we're pretty sure you won't have seen one quite like this before. Prestwick grey, colour code 16, was used only by Cadillac and only in 1958. It has a slight gold fleck in it, and the brightwork is 18-carat gold plated too. The car's owner, Julian Field, tells us Prestwick grey was only ever used on limousines unless by special order. And that's what this is: Julian describes it as a \$1200 option, and that's on a Series 62 Sedan de Ville with a list price of \$5497.

Perhaps unsurprisingly, the first owner restrained himself after that splurge, sticking with wind-up windows and manual seat adjustment. Up in Ohio, where the car apparently spent its whole life until three years ago, it gets hot enough to be glad of air conditioning, but on this example, \$46 spent on E-Z-eye glass would have to keep interior temperatures down. At least it only cost a tenth of the price of A/C. >>



Gorgeous in grey

Why bother with 50 shades of grey when just one looks this good? Meet a real survivor, crammed with fascinating period touches.



There is, however, one even quirkier extra than that excessively expensive paint. You must have noticed it – the record player in the glove box. This one plugs into the cigarette lighter when in the car, but you can remove it and its speaker and play it outside at the beach (or barbecue, or picnic, or whatever) using its battery power. The best-known types were the under-dash Highway HiFi made by Columbia for Chrysler Corp products, the little push-in Phillips type for 45s and the ten-record automatic changers made by RCA, all of which were permanent fixtures in the car. The item in Julian's glove box is arguably more versatile than any of them.

You couldn't wish for a more suitable owner for such a rarity than Julian Field. Via his Howlin' Wolf Record Hop show as a DJ of Forties and Fifties music, Julian gets to share some of his 10,000-strong collection of old vinyl with the general public, or if you happen to be a passenger in the Cadillac, an audience of one. But the record player came with the car, much to Julian's delight. He was living in Ohio three years ago when he heard of a car collector whose advancing years had caused him to sell off the contents of his private collection:

"He had lots of Cadillacs from 1949 to 1959," says Julian. "I'd always wanted a '58 and I went to look at the one he was offering. When I saw the colour of the car I had to have it. Luckily, the old boy let me hang on to the record player and various other things that came with the car, like its first set of Ohio licence tags from 1958 and the 'Bob's Big Boy' restaurant chain mascot on the dash."

This was hardly Julian's first Cadillac. He is, after all, founder and president of the UK Cadillac Club, and as well as Chevrolets, Pontiacs and other cars, he's owned six other classic Caddies. Perhaps it was this experience that told him not to compromise when it came to returning the '58 to regular use.

"It had been in the previous owner's care without a turn of the key for 25 years," he says. "It was really straight and original, and in great condition, but loads of things had perished or seized up and it needed quite a lot of recommissioning work, like new wheel cylinders, belts, brake hoses, fuel lines, exhaust and so on. So I took it to a Cadillac Heritage specialist in Newbury, Ohio."

Julian was back in the UK soon after and left the Cadillac to its expert carers. When he returned, he got a shock: "I was handed a bill for \$8500," he says ruefully. "I thought I bought it for a decent price, but it looked a little more expensive at this point."

Still, there's nothing like a road trip to check out an old car's state of health and Julian embarked on two of them, a monster 4200-mile round trip to Las Vegas and a comparatively lightweight 500 miler to Niagara Falls and back. The car's last road miles in the US were to the port at Baltimore, ready to be shipped home.

Sometimes, even the best memories of a foreign road trip can be smudged when you get the car back home to the grey skies, busy roads and drizzle. But after the big Sedan de Ville escaped the docks at Liverpool (minus the original handbook with the dealer's stamp in it, Julian says) it did anything but disappoint. And now, three years later, with the mileage rising a little more from 54,000 to around 57,000, it's behaved itself very well. Julian describes the little jobs it has required: >>

Elegant, slim steering wheel.

310bhp 365cu in V8.

"There's nothing like a roadtrip to check out an old car's state of health and Julian embarked on a monster 4200 mile trip to Las Vegas"

Sedan de Ville

GM's most famous four-door?

There are a few models that would vie for that title, but none would be more swish or more stylish. The De Ville name appeared first on the Coupe de Ville at Autorama in 1949, not gracing a Sedan until 1956 when it became Cadillac's first pillarless four-door. This highly attractive alternative to a life with doorposts cluttering the side profile was a giant sales hit, clearing 41,000 in its first year and comfortably outselling the Series 62 sedan.

The Sedan de Ville had a future.

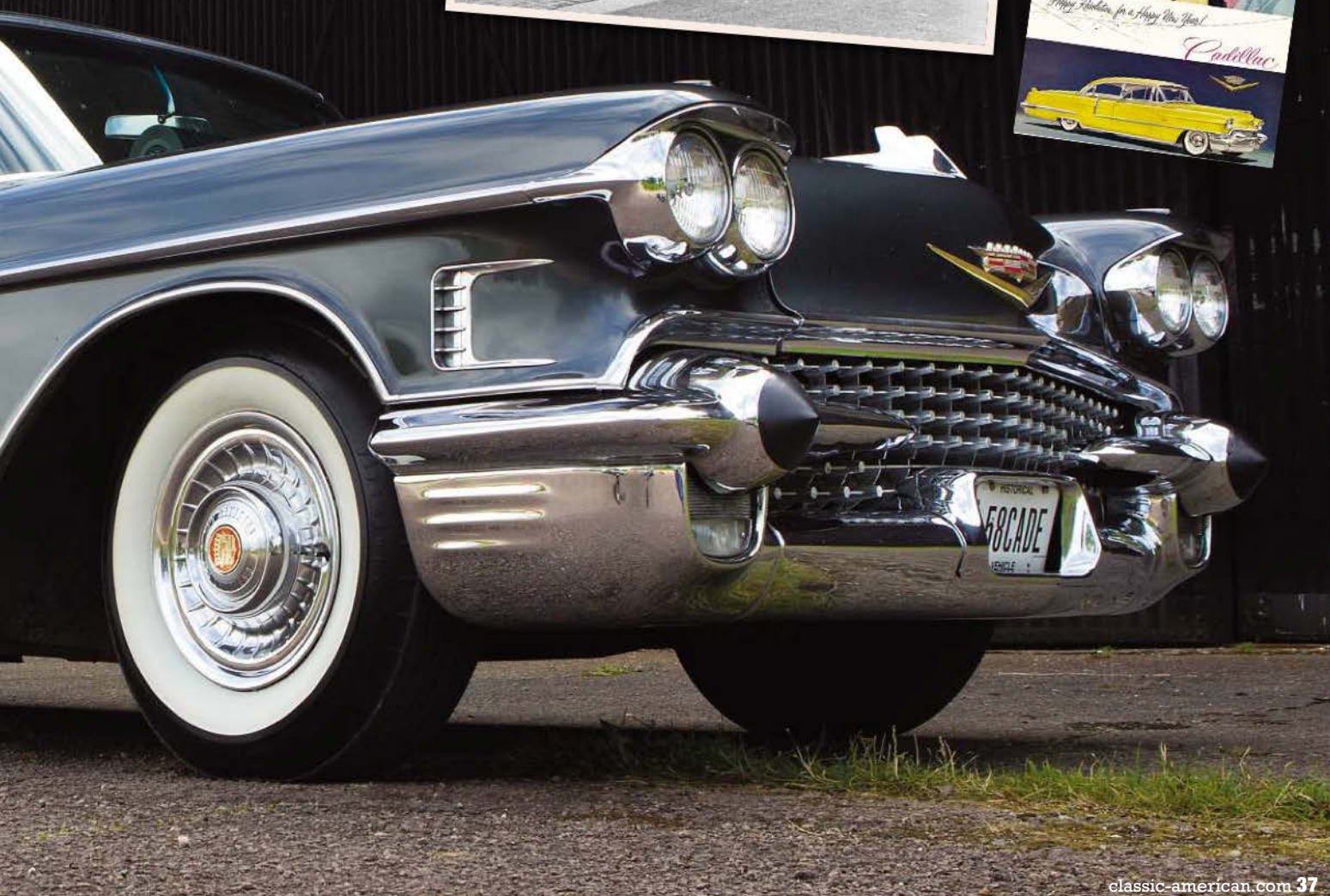
Quite soon – 1959 – the de Villes became a separate series, effectively making them Cadillac's mainstream models. Over the years the S de V was both a four-window and six-window hardtop, it grew extra epithets like Park Avenue and Town Sedan and by 1964 the two-door could be bought as a convertible too.

The 'golden age', if you like, continued to 1976, after which the Sedan de Ville suddenly sprouted window pillars. Heck, it didn't even have fender skirts. From 1985 the de Villes used GM's front-wheel drive C-body and any trace of the old elegance disappeared with clean, efficient Eighties styling. The de Ville name lived on but the Sedan prefix soon died.

Owner Julian Lodge.



Fancy one? So do we. There's still nothing quite like riding in a pillarless four-door with all the glass rolled down. And why settle for less than a Cadillac?



"I had to put a new water pump on it last year and the carburettor was stripped and put back together with a rebuild kit. Otherwise it's been great – the power antenna still slides up when you turn on the self-seeking radio and the only thing I can find that doesn't work is the clock, like just about every other old Cadillac!"

It's safe to say that Julian's car is not otherwise 'just like every old Cadillac'. The collector from whom Julian bought the car was reportedly only its second owner, and, anyway, pillarless '58 Cadillacs are not exactly a common sight on our roads at the best of times. That twin-headlamp face appeared first on the amazing Eldorado Brougham of 1957 before moving across the range in '58, anticipating the way Cadillacs would look until 1965. Under the hood was the same 365cu in high-compression V8 used on all models, making a useful 310bhp at the crankshaft and turning the ubiquitous three-speed Hyrda Matic.

This one, like the convertible and the Coupe de Ville, used solid metal trim on the lower half of the conical flares over the rear wheels to set themselves apart from lesser models. For those with fewer rear-seat passengers and deeper pockets, the \$7500 SeVille coupe and Biarritz convertible offered just about the most stylish and exclusive two-door American cars you could buy that year. The next four-door up the scale was the Series Sixty Special Fleetwood, which shared the 62 Sedan de Ville's sheet metal but added more exterior flash, with acres of extra stainless steel trim, plus more toys as standard – power windows and seats among others. Beyond that lay only the formal limousine luxury of the Series 75 and the \$13,074 dream world of the Brougham.

Cadillac really achieved something with the 1958 models. It not only linked the family resemblance of the '58s to the all-new '59s much more successfully than, say, Chevrolet, but it also made them handsome in the process. This is not to be sniffed at, as America's mini recession of that year unhappily coincided with many of the less lovely cars of the decade. Cadillac's sales took a hit, like everyone else's, but nowadays fans of

"I've been a Cadillac nut all my life and I've kept each one I've owned for a few years. I really fancy a convertible, and as I only have one car at a time these days, something has to give"



the 1958 model year – and there are plenty – enjoy the fact that the cars are a bit more scarce than the 1957 and especially '59 and '60 models.

This Sedan de Ville would be quite a car to turn up in at Forties and Fifties events with a trunk full of 78s, but it's done more than the odd pose for music fans. Julian works as a film and TV extra, hiring out both his own services and those of the car, so the next time you glimpse an unusual-looking grey '58 Cadillac on the big screen, you know whose it is. Or rather whose it was, as Julian is now looking to sell.

"I've been a Cadillac nut all my life, and I've

kept each one I've owned for a few years. I really fancy a convertible, and as I only have one car at a time these days, something has to give."

If you find the colour as irresistible as Julian did, we suggest you get in touch. But do haggle for the record player, the 'Bob's Big Boy' mascot and even the Kleenex dispenser under the dash – such rarities mean more when they live with the car that's given them a home for so many years.

Contact Julian about this Cadillac, music or filming at julianfield@hotmail.co.uk ★

For '59 the fins went bigger and higher, although the double lights remained a feature.



FOR THE ADVENTURE...

We believe there is no such thing as being lost, instead it is a place yet to be explored.

Wherever the road takes you, be confident in the knowledge that **Sureterm Direct** are with you, protecting your vehicle.



We offer insurance for a range of vehicles, including American classic, modified, kit cars and 4x4. Call our experienced team today on **0800 1313789** to get a quote and start your journey.

BENEFITS

- Agreed valuation • Up to 25% discount for car club members • Limited mileage discount • European cover
- Cover for track days, charity events and wedding use • Use of your no claims discount • UK and European breakdown cover
- Up to £100k legal expenses • Multi-Car Policies • Salvage Retention

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.

STD.M.CA.2014

Sureterm Direct
ESCAPE FROM THE ORDINARY

T: 0800 1313789
W: SURETERM.COM

Sureterm Direct is a trading name of Lancaster Insurance Services Ltd who are authorised and regulated by the Financial Conduct Authority (No. 306514). For mutual security, calls are recorded and may be monitored for training purposes.

I NEVER TOO YOUNG

Most of us at the age of 21 can only dream of owning a car like a classic Mustang fastback. Let's face it, modified hot hatches are more of a reality and even then the cost of insurance can be truly shocking. Yet, after plenty of research and some clever calculations, a 21-year-old Adam Wilson discovered that owning a Sixties 'Stang may not be as impossible as it sounds.

Adam is 32 now, but back in 2003 he was looking at ways to insure something half decent without it costing an arm and a leg: "I was looking at ways around this," Adam recalls. "While out working locally on an industrial estate, I spotted two Mustangs and a Fifties American pick-up, which upon further investigation I found out to be owned by American car importer David Madders (0161 428 4281). A bit of research later and I learned that these cars could be covered by a classic car policy which was considerably cheaper than insuring a normal hot hatch."

Right there and then, Adam made the decision that a Mustang was the car to have and the hard saving began – he still had the car to buy even if the insurance was a bargain.

Just 15 months later and aged 22, Adam revisited David Madders and became the owner of a classic '66 Mustang Coupe with a three-speed manual box – and had a memorable drive home in rush hour traffic. We can only imagine the faces of his similarly aged mates when it was first parked up next to their run of the mill hot hatches.

He didn't stop there either; a tuned Ford F150 Lightning and a modified Dodge Dakota R/T also passed through Adam's hands along with a brief stray towards the Japanese and European sector with a Mitsubishi Evo and 3.0-litre Beemer. Certainly all cool cars in their own right, though Adam had always fancied a Mustang fastback and mentioned to David Madders that he was on the lookout for one.

"By chance David knew of one for sale that a local owner hadn't been using as he wanted to revert back to something more modern," Adam explains. "I had also seen the same car driving around until it had been parked up so I arranged to go and view it."

The '66 coupe was promptly sold and with some begging and borrowing Adam found himself the new owner of this '65 Fastback – not bad going at the age of just 26. "My aim was to have something reliable and be okay to drive regularly without spending loads on it, but as soon as I started work on it, I carried on and on like you do," Adam laughs. The first problem was quite apparent, being a leaking gearbox which was fully overhauled to put it right.

A year passed and it soon became obvious all was not well with the 289 engine. "It had run fine to begin with, but after a while I felt it needed a freshen up," Adam recalls. "The car went to Dave Madders >>



Koni shocks make the car sit just right!

1965 Mustang GT350 Tribute **Words & Photography:** Jon Cass



Adam Wilson first contemplated purchasing a Mustang at the tender age of 21... and promptly did so! Eleven years later he's upped his game with this stunning Mustang GT tribute...

Edelbrock 650cfm 4bbl carb sits atop rebuilt 289 V8 motor.



Aftermarket gauges sit in a stock-looking dash.



Side exiting exhaust a nice touch.



Specification

Engine

289cu in bored plus 30, fully rebuilt cylinder heads, new pistons, new comp cam, fresh oil, water and fuel pump, every gasket and bearing replaced. New radiator. Ford racing pulleys and plug leads with plug wire holders. Edelbrock 650cfm four barrel carb with aluminium intake. Custom made stainless exhaust with side exits

Chassis

Koni shocks all round, GT front springs, pretty stock set-up with new bushings where needed.

Body

Bare metal strip down, Shelby GT350 bonnet scoop, galaxy grey repaint, slightly darker GT350 side stripes for more of a subtle look, GT badges, fresh chrome with a stock look front end.

Interior

Only mods are the procar racing seats and a different instrument cluster to keep an eye on everything, stock fastback fold-down rear seat.



Galaxy grey paint and GT350 stripes look tough.

and master mechanic Alex Doig pulled the engine out and stripped it down, only to find pretty much everything needed replacing." The valves and pistons were both shot, and while the engine was in bits, Adam sensibly decided to replace as much as possible as his plans were to keep the 'Stang long term. The 289 has been rebored plus 30, cylinder heads have been rebuilt and pistons along with every gasket and bearing replaced. The radiator was renewed and Adam also added some performance flavour, fitting Ford racing pulleys, an Edelbrock 650cfm four barrel carb, a new competition cam and that very neat custom side exit stainless exhaust.

The newly rebuilt 289 was back in the car for May 2009 ready for the summer, though by the back end of that year, Adam decided the bodywork was now letting things down. "That November we began stripping the shell, but it took another month to find someone local willing to tackle the paint," Adam remembers. "My aim was to have the car back for the Stars and Stripes show the following summer so I thought I had plenty of time."

To keep costs down, the bodyshop had agreed to work on the Mustang as a fill-in job and as it became apparent both rear quarters and one inner wheel arch needed replacing, the Stars and Stripes deadline was just missed. "It took another six weeks of late evenings, weekends and lots of head scratching to build the car back up again," Adam smiles.

The chosen galaxy grey colour of the paintwork is a major talking point on the car as it's normally found on modern Japanese machinery, yet when you see this Fastback in the metal, this shade of grey really does suit it well. The Shelby GT350 bonnet scoop and slightly darker side stripes add a touch of subtle aggression and the GT badges don't look out of place either. The fresh chrome and stock front end look the part too, as do the 15-inch Torque Thrust D rims. "I've always thought these are best suited for an early Mustang so choosing wheels wasn't difficult for me," Adam says.

As for the suspension set-up, GT front springs sit up front with a larger sway bar and one inch lowering blocks are situated at the back, giving the perfect blend of a cool yet still practical stance.

As this Mustang gets driven regularly, the interior has only seen the addition of a pair of Procar racing seats and an extra instrument cluster so Adam can keep an eye on things under the hood. The original fold-down rear bench still remains – who said a Fastback couldn't be practical?

Would Adam do it all again? Well, the answer is yes, though this time he'd use all the latest parts available to make another project stand out even more: "I'd do it tomorrow, but like most of us I'm restricted by work, space and money." We're sure for now that Adam is quite happy with his current '65 Fastback – we certainly would be.★

Owner Adam Wilson.



BatteryBrain



An ingenious device which attaches to the battery of your vehicle and stops it going flat

No more flat batteries



With Battery Brain

Battery Brain units - available in 12V & 24V - From just £69.99

✱ Type I

Simple - manual re-connect (ideal for classics and cars in storage)

✱ Type III

Dual remote for disconnect & reconnect + anti-theft (ideal for cars parked in the street)

✱ Type IV

Wired switch for disconnect & reconnect + anti-theft (ideal for multi driver vehicles, vans, buses, Police, Fire, Ambulance)

✱ Type HD

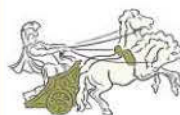
Heavy Duty (2000amp) - vans, trucks, coaches (with 60 sec cab light warning before disconnect)

tel: 01675 465 191

www.batterybrain.co.uk

Dextera UK Ltd, 6, Station Road, Colehill, Birmingham, B46 1HT

Regional Distributors required



GOLDEN CHARIOTS INTERNATIONAL

Specialist Vehicle Importers & Exporters



Call Us On 01902-790797

Seven Days a Week 9 am Till 9 pm (GMT)

- Importing
- Exporting
- Marine Insurance
- Vehicle Collections
- Roll On Roll Off
- Containerised
- IVA/SVA's
- Vehicle Inspections
- Same Day Payments to Sellers via Wire Transfer or PayPal



UK Customs are now accepting applications for reduced VAT (5%) & 0% Duty on a wide range of vehicles over 30 years old.

We Ship:-

Cars

PickUps

Caravans

RV's

5th Wheelers

Motorbikes

Boats

Aeroplanes

Helicopters

Respect has to be earned, we like to think we deserve our excellent professional reputation hard won over many years shipping vehicles from the USA.

Tel: 01902 790797

Email: info@goldenchariotsinternational.com

www.goldenchariotsinternational.com



The JUKEBOX Shop

Your No.1 Supplier Of High Quality Restored Jukeboxes In the UK
www.thejukeboxshop.co.uk

Whether It Is A Fully Restored Original Or A Brand New CD Player We Can Supply All Your Jukebox Needs - Guaranteed!

Over 40 Years Specializing In Jukeboxes
Largest UK Importer From The USA
Machines Sold Restored Or Unrestored
Nationwide Delivery And Service
Complete Peace Of Mind For You



JUSTRETRO

www.justretro.co.uk

- USA Diner Furniture
- Retro Inspired European Furniture
- New CD Jukeboxes



TRUCK
LIFE

Lifetime Companion

John Willson isn't one of those American vehicle owners that change their wheels like they do their socks; no, he's owned this 1972 Ford Ranchero pick-up for 14 years...

The adage 'If you don't ask, you don't get' certainly rang true for John Willson, when he came across his Ford Ranchero 500 pick-up, parked in a street near where he lives in Southend-on-Sea, Essex. Taking an instant liking to the truck, and as the owner wasn't around, he decided his only option was to leave a note under the windscreen wiper, stating that if it should ever come up for sale, then he'd be interested in purchasing it.

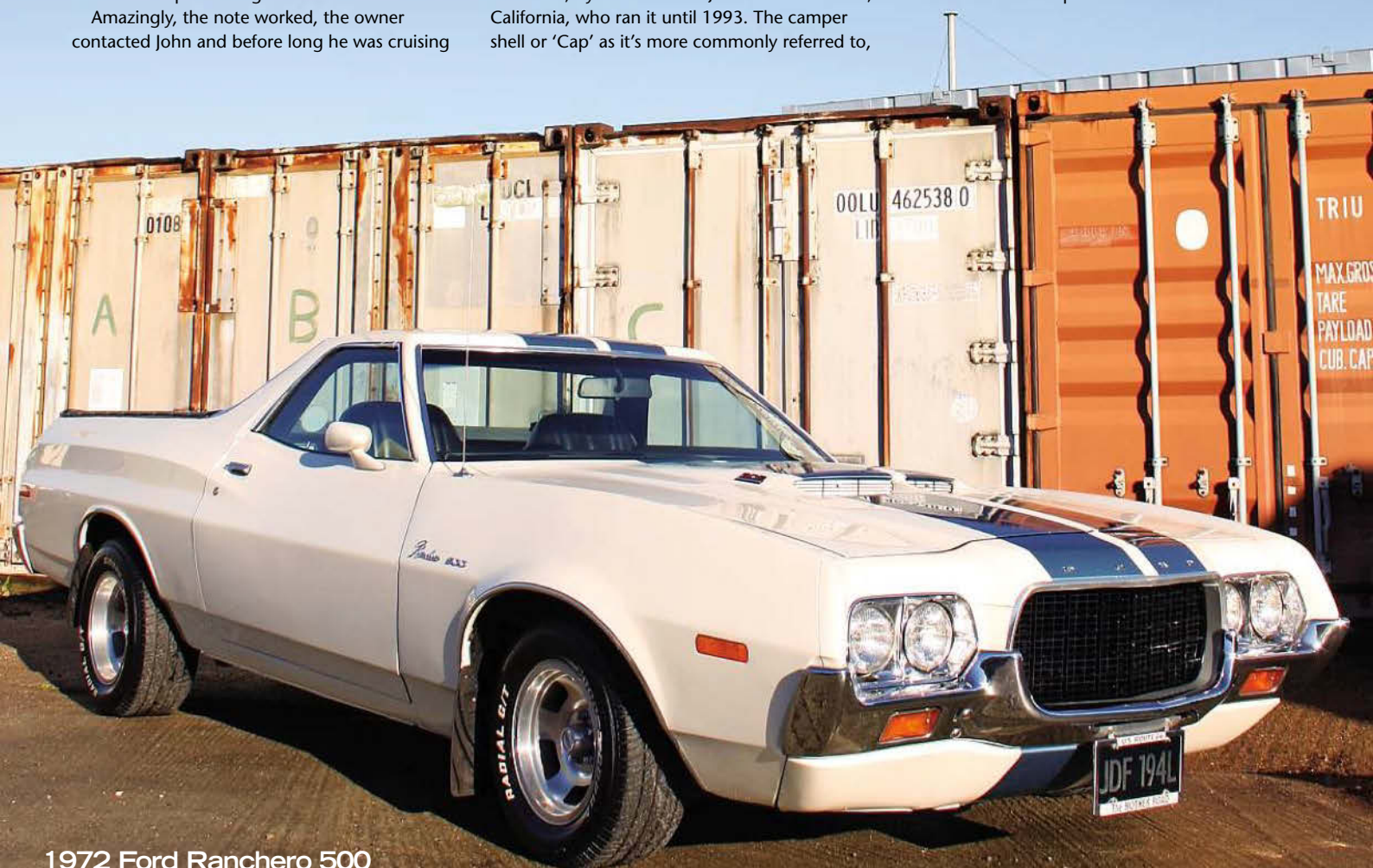
Amazingly, the note worked, the owner contacted John and before long he was cruising

along Southend seafront in his newly acquired pride and joy, which he has now enjoyed owning for almost 14 years. Rancheros are a fairly rare sight in the UK, they were introduced at the National Automobile Show in New York on December 8, 1957 and went on to enjoy quite a long production life that finished in 1979.

John's Ranchero was purchased new on August 16, 1972 from Mel Burns Ford in Long Beach, California, by Mr Leland H. Johnson of Anaheim, California, who ran it until 1993. The camper shell or 'Cap' as it's more commonly referred to,

was removed many years ago and found a new use as a child's playhouse. The truck is powered by a 302cu in engine (4948cc) coupled to a C4 three-speed automatic transmission, and options include power-steering, power brakes and air conditioning. It definitely has that aggressive muscular slightly nose down stance, and while the racing style mirrors look cool, in reality they aren't that practical as vision is pretty limited.

The truck was imported into the UK in 1993



1972 Ford Ranchero 500

Words & Photography: Paul Bussey



14s on the front and 15s on the back give the Ford that 'hunkered' down look.

(it appears on the front cover of a Ranchero Portfolio reference book, published by Brooklands, and back then was fitted with wire wheel trims). A previous owner had it repainted in wimbledon white, with guardsman blue stripes, fitted a twin scoop bonnet from a Ranchero GT and the 14 and 15in Wolfrace alloy wheels. If 'wheels maketh the truck' then the Wolfrace alloys were definitely the deciding factor for John, who says it's the reason he wanted it in the first place. He has also discovered that the truck was owned for a while by the late Tony Beadle, a former editor of *Classic American* magazine.

The Ranchero is quite a large truck,

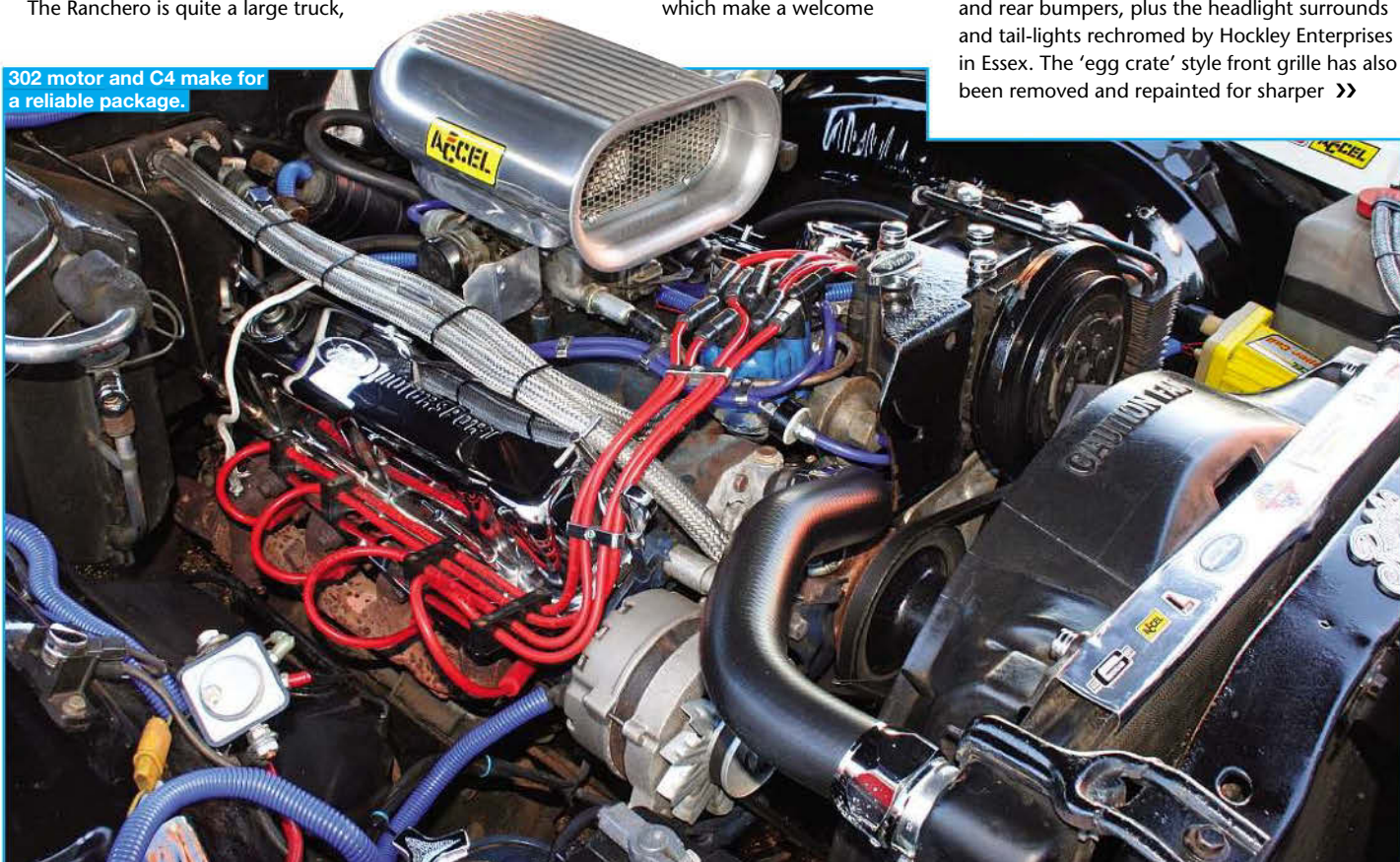
measuring 18ft long and it's 6ft 3in wide. It offers all the creature comforts of a saloon car, plus a very useful cargo area in the back which is 78.4in long and 48.9in wide, with four tie down bars. Over the years, John has spent much time detailing the engine bay and has added a dress-up kit, repainted the floor of the pick-up bed, and fitted new rubber matting.

Other personal touches have been to fit a Grant steering wheel, and the two centre console storage boxes (specially for bench seats) were purchased while on holiday in the States and which make a welcome

addition, acting not only as practical and useful storage, but as an arm rest too. The vinyl bench seat has proved to be really comfortable and the instrument gauge set-up is quite comprehensive, including speedometer, rev counter, ammeter, oil pressure, water temperature, fuel, and a clock.

"I've replaced the door rubbers and also re-covered the squab section of the bench seat, using a kit that I purchased from Dearborn Classics, that exactly replicates the original pattern," points out John. "The next job will be to re-cover the back of the seat. I had the front and rear bumpers, plus the headlight surrounds and tail-lights rechromed by Hockley Enterprises in Essex. The 'egg crate' style front grille has also been removed and repainted for sharper >>

302 motor and C4 make for a reliable package.



detailing, and there's also been a little paintwork rectification to the body. As far as I know the rear tonneau cover is original, it has lasted very well, but ideally I'd like a more substantial GRP cover, though I'm not entirely sure about the fixings, and I don't really want to drill lots of holes."

The 302cu in engine has always run well, and most importantly, there's never been any problems with overheating, even on the hottest of days. This is almost certainly due to John's prudent approach when it comes to maintenance and servicing. "I've completely replaced all the cooling system components, hoses and pipework, except for the heater matrix," he explains. "The brake master cylinder has also been replaced, along with numerous other parts over the years. I'm always on the lookout for parts in my travels, particularly in the States. I came across a pair of window winder handles, and while strictly speaking they are not genuine Ford, they only cost me \$6 each. I'm a huge fan of Route 66, hence my numberplates surround."

After almost 14 years of ownership, John remains perfectly happy with his truck and has no plans to change it for anything else: "It's true that after 40 years there are a few rattles here and there, but the Ranchero drives just like a car and is great for long journeys," he enthuses. "I'd have no hesitation in driving it absolutely anywhere, it has been wonderfully reliable. When I first owned the truck, the brakes were a touch lively and the drums would easily lock-up at the rear, so I've had the bias adjusted which has helped."

One of the bargain purchases of 2013 has been to acquire a full set of Wolfrace chrome wheel nuts including locking nuts, for \$28 that were spotted while on holiday in the States, and purchased from the Autozone chainstore in Sonora, California. The only future jobs include cleaning and detailing the underside, but as the truck sits really low, this isn't going to be easy without access to a ramp."

It's always nice to come across a vehicle and owner that have that connection of time, which can only form a very special bond... ★



Grant steering wheel and arm rest console were later additions.

Is yours a Lifetime Companion?

John Willson's story got us thinking here at *Classic American*, what's the longest time someone has owned an American vehicle? If you reckon you've owned your American longer than most – maybe you bought it new in the 1950s, 60s or 70s – then get in touch, we'd love to hear from you. You can either email us at email@classic-american.com or write to us at *Classic American*, Mortons Media, PO Box 99, Horncastle, Lincolnshire LN9 6LZ.



Period Wolfrace wheels suit the 70s pick-up truck.



New goodies in stock.

Check out our Ebay
store for some fun and
interesting gift's for
all the family.

But hurry
limited stock
available.

Buy now
to avoid being
disappointed.



Tel: 01234 273155

casales@usautomotive.co.uk

www.usautomotive.co.uk

19 St. Martins Way, Bedford MK42 0LF



USA Automotive Ltd

*Your #1 source for American
Automotive Equipment*

First Drive: 2015 Mustang

Ford recently rolled out the first press drives for journos in California of the new Mustang, due to go on sale here in the UK next year. *Classic American* went along to put the hot new pony through its paces.

2015 Mustang

Words: Chris Chilton **Photography:** Ford Motor Company

Whatever the colours on your mast, whether you're a Chevy, Mopar or a Ford guy, a new Mustang is a big deal in the American car world. Though the iconic pony car has gone through more changes more often than a shape-shifting sci-fi alien in its 50-year career, there have only actually been five entirely new 'stangs before now.

For its sixth iteration, the Mustang gets a new set of clothes, smart new interior, modern suspension, and there are engine changes too. This is one comprehensive

update! Yes, you can still get a V8, and there'll be Boss and GT500 options along soon, but there's also a new high performance, low-emissions four-cylinder option, proving that this latest Mustang puts as much store in looking forward as it does to its glorious past.

But the big news for us in the UK is that this latest Mustang will be sold in right-hand drive through Ford dealerships at prices from £28,000. The availability of right-hand drive might not mean much to some of you hardcore American car fans who feel that the

experience isn't authentic unless your elbow is scraping the roadside shrubbery when you rumble down a country lane, but it's certainly going to open up the Mustang world to a new audience.

So will the styling, which does a great job of looking sufficiently retro to keep Mustang obsessives happy, with cues like the hooded brow, sequential tail-lights, and mean profile recalling the brooding '69 fastback, manage to feel contemporary too.

Independent rear suspension is the 2015 Mustangs big story.





Personal import or Euro-spec right hooker?

If you want a right-hand drive European spec Mustang fastback or the convertible, you've got a big wait ahead of you. They'll be available from select Ford dealers, but not until autumn 2015.

Go down the left-hand drive US-spec route though, spending somewhere north of £40k on a well-equipped GT at a specialist like Bill Shepherd Mustang, and you could have a pony in the stable by this Christmas.

Bill Shepherd general manager Andy Stevens reckons their experience with the Mustang brand should mean a strong trade for specialists like them even after the UK cars filter through next year. But it remains to be seen whether independent importers will be able to match Ford dealers' aggressive pricing strategy that is pitching the well-equipped EcoBoost fastback at just £28,000 and the GT only £4000 more expensive.

Under the skin

The new Mustang is longer, wider and lower than the car it replaces, and actually slightly heavier, but is still compact enough to make sense on UK roads. It finally has the suspension to make sense of those roads too, because for the first time since the range-topping SVT Cobra died in 2004, the Mustang is available with independent rear suspension. In fact, all cars come with IRS, regardless of which of the three current engines you pick.

Propping up the US range is the familiar 3.7 V6, now producing 300bhp, but not available through Ford dealers in the UK. European-spec cars skip straight to the new 2.3-litre EcoBoost engine, but despite its green-leaning name, this motor's performance has more in common with the rare mid-Eighties SVO 2.3 than the wheezing four-banger that old Mustangs used to be saddled with. Thanks to its sophisticated twin-scroll turbo, the EcoBoost makes more power than the V6, 310bhp to be exact, and 40lb-ft more torque.

That's very nearly as much grunt as the GT's V8 pumped out when the last all-new Mustang was launched back in 2005. But thankfully the 302 hasn't been idle in the intervening years. The latest GT makes 435bhp and 400lb-ft, its tailpipe

rumble making sure even passers-by who failed to spot the 5.0 fender badging and rear GT script (the 2.3 gets a pony emblem) know that this is the real deal.

With all engines you've got the choice of a six-speed manual or an automatic that now comes with steering wheel-shift paddles. There's a modern-style safety kit including a radar-based collision detection system, but we were more excited by the drag racing-inspired line lock function that nips up the front brakes, letting you perform the most outrageous burnouts. On a private test track of course.

On the road

Drop behind the wheel and, wow, you can't help but notice that the Mustang's interior design team has really got its act together. There's more of a retro flavour going on in here than the modern exterior might suggest, maintaining the link to the previous car and the Sixties original. But this time the quality isn't retro-inspired, but bang up to date, and good enough to stand toe-to-toe with the posh German brands whose sales Ford wants to steal.

The dash gets a cool engine-turned covering like a Seventies Trans Am's, there's space for a full-

screen nav system, and three toggles at the base of the console let you play with steering assistance and throttle sensitivity. A glance behind reveals that rear seat space is tight, but there's plenty up front and the driving position feels lower and sportier than before. All good so far, but what's it like to drive?

We tried both the EcoBoost and GT at the Mustang press launch in LA, and both our test cars came fitted with the limited slip differential and 19in wheels that make up the Performance Pack fitted as standard to UK-spec cars. But while they look very similar, they're entirely different animals to drive.

Perversely, the EcoBoost does a great impression of an old-school big-block V8, pulling hard from little more than idle in any gear, but rapidly running out of puff higher up the rev range. All that torque means it's a relaxing car to drive, and the new rear suspension adds real sophistication to the driving experience. But despite Ford's attempts to inject some personality via some synthesised growly engine sounds (I can feel you V8 fans bristling), this engine always feels short on charisma. Not on performance though, Car and Driver magazine clocking it at 5.2sec to 60mph. Not bad for an economy motor.

We like

- Styling
- Much smarter interior finish
- Performance

We don't like

- Rear seat's tight
- EcoBoost engine a bit dull

EcoBoost four-cylinder engine will likely sell most in the UK.

The GT, though, now that's more like it. Push the dash-mounted starter button and there's that familiar eruption of V8 sound effects, all achieved without any electronic help, thanks very much. Performance gets a huge shot in the arm, that same magazine scorching to 60mph in 4.5sec in the GT, but more than that, the V8's simply so much more fun to wring out. It's also the only engine to feature that line-lock function because it's the only one really grunty enough to turn a set of rear tyres into two pools of black goo.

Despite its extra weight over the nose, the V8 feels really poised in corners, with noticeable tighter suspension than the EcoBoost. If we've one gripe, it's that the GT's ride, at least with the uprated suspension that comes with the Performance Pack, is disappointingly jittery.

If you're buying a car from the US and are willing to sacrifice some outright handling precision, it's worth knowing that the standard GT is way more comfortable. So is the four-cylinder car, but really it is the V8 you want.

As American car fans we're not as focused on fuel economy as more mainstream buyers, and the V8 car just offers the more authentic Mustang experience. And the really great news is that this latest car does still feel like a Mustang, offering all the personality and driving fun we expect from Ford's pony car, but wrapped up in a more sophisticated, usable package. That sounds like progress to us, and a fitting way to celebrate a half century. ★

Specifications

MUSTANG V6

Engine: 3.7 V6

Power: 300bhp@6500rpm

Torque: 280lb-ft@4000rpm

Transmission: Six-speed manual or six-speed auto, rwd

Max speed: 145mph (est)

0-60mph: 5.8sec (est)

MPG: 17/28 city/highway on US cycle (converts to 20/34mpg UK)

CO2: na

MUSTANG ECOBOOST

Engine: 2.3 4cyl turbo

Power: 310bhp@5500rpm

Torque: 320lb-ft@3000rpm

Transmission: Six-speed manual or six-speed auto, rwd

Max speed: 145mph

0-60mph: 5.2sec

MPG: 22/31 city/highway on US cycle (converts to 26/37mpg UK)

CO2: na

MUSTANG GT

Engine: 5.0 V8

Power: 435bhp@6500rpm

Torque: 400lb-ft@4250rpm

Transmission: Six-speed manual or six-speed auto, rwd

Max speed: 155mph

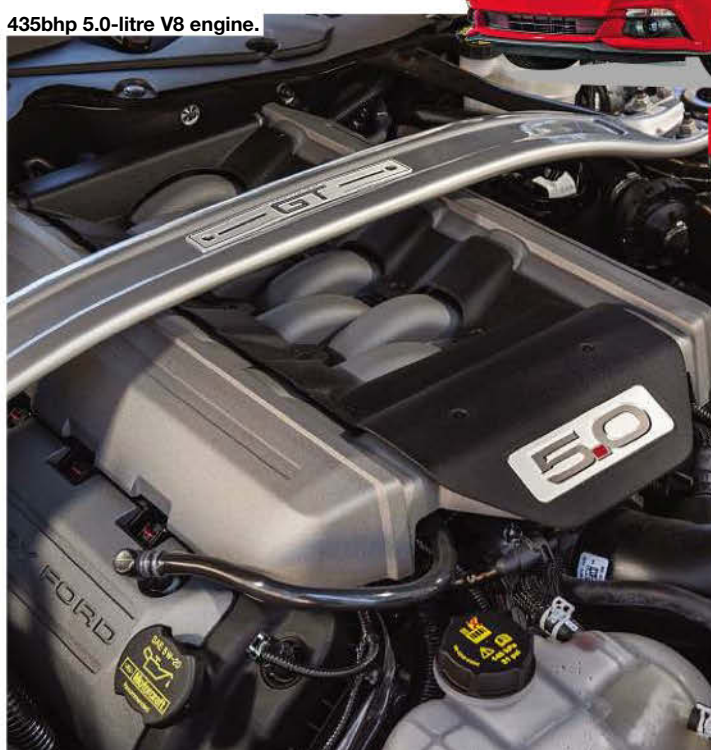
0-60mph: 4.5sec

MPG: 15/25 city/highway on US cycle (converts to 18/30mpg UK)

CO2: na



310bhp 2.3-litre 4 cylinder EcoBoost engine.



435bhp 5.0-litre V8 engine.



Which is which?

The most affordable Mustang in the US is the \$23,600 (£14,663) V6 coupe, which, like its \$29,100 convertible sister, is only available in base trim. You can order an EcoBoost (\$25,170) or V8 GT (\$32,100) in base spec or pay an extra \$4000 to upgrade to Premium trim, which adds the Shaker hi-fi, leather trim and dual-zone climate.

Desirable options include Recaro seats for \$1595, the six-speed automatic gearbox for \$1195 and the \$2495 Performance Pack, which adds 19in wheels, Torsen LSD and, for the V8, Brembo brakes. Phew!

67-81 CAMARO



64-87 CHEVELLE, MALIBU & EL CAMINO



65-73 MUSTANG



In Great Britain

Over 570,000 square feet of fully-stocked warehouses guarantees UK customers the **FASTEST & MOST-COMPLETE** parts delivery available anywhere!

NPD has been shipping parts around the globe for over 35 years, & we understand your specialized needs:

- NPD maintains a dedicated Export Department at our Florida headquarters, comprised of our best & most-experienced personnel. All aspects of your order's fulfillment, including packing/shipping, are accomplished with a heightened priority towards accuracy & quality packaging
- Our enormous in-stock inventory allows us to deliver complete orders in a single shipment, usually within 24 hours.
- NPD does not charge any arbitrary "export fees" on overseas orders & our shipping rates are based upon actual-cost-per-order. Our overseas customers benefit from the extra care & experience of our Export Department for NO FEE.

Browse our website www.nationalpartsdepot.com, call or email our Great Britain export specialist J.T. Schimborski: jt@npdlink.com, 00-1-800-874-7595 ext. 4239 if you have any questions or wish to place an order.

79-93 MUSTANG



48-79 F-SERIES TRUCK



80-96 F-SERIES TRUCK



67-81 FIREBIRD



64-72 GTO, TEMPEST & LE MANS



NPD[®]

NATIONAL PARTS DEPOT

FREE COLOR CATALOG
00-1-800-874-7595

Free catalogs are limited 2 per person, additional catalogs will incur shipping charges.



SCAN HERE TO VISIT US ONLINE

See Our NEW Improvements & use our interactive catalog



66-96 BRONCO



55-57 THUNDERBIRD



www.NATIONALPARTSDEPOT.COM

Copyright © 2013 by National Parts Depot, All Rights Reserved.



National Parts Depot is proud to be a major sponsor of The Iacocca Foundation and The Lee Iacocca Award, "Given for Dedication to excellence in perpetuating an American Automotive Tradition."

www.iacoccafoundation.org

LARGEST INVENTORY

No other restoration supplier has the In-Stock inventory we do!

Planning a visit to the U.S.A.? Make a point to visit any of our four NPD warehouse stores with full-service parts counters. In Florida, also ask to tour the NPD car collection, consisting of almost 200 unique cars and trucks. Only 1.5 hours north of Orlando, it is well worth the visit.



Canadian Cars!



Canada created unique concoctions for its home turf, but when these crossed the border into the US, they made a great impression on the young Jim Maxwell...

Words: Jim Maxwell

As a young kid growing up in the US in Minnesota, a state that borders Canada, I have memories of seeing strange-looking cars from the Fifties and Sixties fitted with unusual styling and trim.

The strange thing was seeing these totally stock looking vehicles that, from a distance at least, looked like everyday Fords, Chevys and Plymouths, but upon closer inspection they were in fact different. In reality they were gussied-up with odd pieces of chrome and mongrelised parts from other cars, or at least nothing that was seen in the US.

The idea of seeing cars that didn't look 'normal' made no sense to me whatsoever. However, one thing that I did notice with these unique creations was that they all wore Canadian licence plates.

Seeing a Dodge rolling down the street and then noticing as it passed that it had a Plymouth body attached, well that was a real head turner for me to say the least. And when a Ford passenger car had a lot of chrome adorned on its side and a grille that looked out of place for the car it was on, that would catch the attention of any car enthusiast.

What I was seeing were 'Canadian concocted' vehicles that were visiting from Canada, not owner-modified creations, but factory vehicles that rolled out of the Canadian automobile factories, built and sold for use in Canada, as well as other markets outside North America.

For me it was never clearly evident, or explained, why these Canadian cars were different from their US counterparts. All anyone could do was marvel at their strange and sometimes (to American eyes at least) awkward – or at the very least peculiar – appearance.

Eventually I just had to research and find out what these Canadian cars were all about. It was years later and after not only visiting Canada, but also talking with car enthusiasts and historians from there, that I was able to learn about them. As it turned out, the 'Big Three' car manufacturers (General Motors, Ford and Chrysler) produced these specific vehicles for the local Canadian marketplace and they were fitted with different parts and pieces from the American cars with which they shared the overall body shapes.

It all started in 1904 when Henry Ford looked to the north as a way to increase profits in selling vehicles to Canada and countries in the British Empire, as there were severe duties for American firms wanting to do any exporting to those parts of the world.



When the all-new 1949 Ford was released the Canadian market also received a revised Meteor version.



Advertising for the all-new Meteor highlighted 'modern, youthful styling, dependable performance and obedient steering.'



Monarch used the Mercury body and added were specially-designed grilles and trim.



The second year of the all-new Ford was slightly changed, as 1950 Meteor cars featured revised front trim around the grille.



For 1950 the Monarch continued mostly the same however, the grille now featured a thick, chrome surround..



A slightly restyled front end for '51 incorporated rectangular turn signals. A unique feature of the car was the availability of two-tone paint scheme from the factory.

The Ford Motor Company transferred the patent and selling rights (to all parts of the British Empire except Great Britain and Ireland) to the Walker Wagon Company, and this was the way to avoid the tariffs. This way Henry could get his cars into Canada and over 100 other countries and colony members around the world (including Australia, New Zealand, South Africa, Egypt, India, Burma) without the excessive taxes he would have faced if the cars had come from his Detroit factory.

Thus began Ford Motor Company of Canada, with a factory located in Windsor, Canada, which is actually just south of the city of Detroit, across the Detroit River. The first exports were to Calcutta, India, and over time Model T Fords were shipped from Canada to all parts of the globe that were under the British Empire umbrella.

In 1907 the McLaughlin Motor Car Company, located in Oshawa, Canada, was granted a contract to supply its cars with Buick frames and engines. That agreement eventually led to the foundation of General Motors of Canada. The McLaughlin-Buick name was dropped in 1942. By 1916 Maxwell Motor Car had a plant also in Windsor, first building Maxwell cars and then leading to Chrysler vehicle production, called Chrysler Canada Ltd. All three of these Canadian automobile manufacturers were there to sell and build cars for Canada and to export vehicles across the world duty-free.

Canada is larger in size than the lower 48 United States and only had about 10% population, so because of this vast area there were not as many dealerships as compared to America. Also, the average Canadian has less income than the average American, so in an effort to best cater for the needs of the motorists in Canada, the factories came up with special cars, priced to be lower

than their US counterparts, for their local marketplace.

Chrysler started it with a lower-priced Dodge that was actually based on the Plymouth body in 1933, and then in 1936 a special truck was made available to Chrysler and Plymouth dealers and it was called 'Fargo'. It was nearly the same as a Dodge, however Plymouth passenger car front sheet metal was fitted, along with different badging.

While that first year for Canadian Fargo trucks saw the blending of the Plymouth front clip on the Dodge truck cab, the following year was the start of simple badge engineering, where Dodge bodies were used front to rear, with the only real change being the badging of the truck. Starting in 1939, the Fargo truck line did use a Plymouth grille that was slightly different; however, in general, over the years the Fargo trucks were basically the same rigs as Dodges.

Regarding special Canadian trucks from Ford Motor Company for Canadian use, the Mercury dealers wanted a truck for its customers so the factory made a 'Mercury' truck which was very much badge engineered as well. Mercury trucks were sold in Canada from 1946-1968.

In 1946 a new model from Ford of Canada came out called Monarch, based on the 114-inch wheelbase Mercury, and it was promoted as being "Built for Canadians by Ford of Canada". The grille and trim were slightly changed and it was created for the purpose of supplying Ford dealers with a car that was like a Mercury (medium-priced field) but wasn't a Mercury.

The Monarch was a stand-alone brand name, and during the years 1953 and 1954, the Monarch outsold the Mercury line in Canada. These Monarch models were marketed until 1958, when the Edsel had just debuted and the factory thought the heavily promoted 'E' car would sell well. It didn't, and Monarch was back for 1959 and lasted until 1961. The model names Custom, Lucerne, Richelieu and Sceptre were used. >>



Chrysler and Plymouth dealers were granted a truck all their own and it was named 'Fargo'. These were the same as their Dodge truck counterparts in every way except for badging and markings.

For the Lincoln-Mercury dealers in Canada there was a Mercury-badged truck marketed, and it was the same as the Ford versions save for emblems and 'M' prefix identification. Shown here is the 1952 M-1 pick-up.



1954

1949

1950

1951

1952



Artist rendition of the 1955 Meteor Rideau Crown Victoria, it listed for \$2810.00 and only 151 were produced. The unique grille featured a centre-mounted "V" with a gold-hued Meteor star logo, much flashier than the USA Fords.



This French-language advertisement featuring four-door sedan and convertible, with ohv V8 power this year, a one-year delay as compared to the American Ford models.

Shown at a southern California show, this fully restored 1956 Monarch Rideau that had locals scratching their collective heads with its unique trim and grille. Some may feel this is perhaps the zenith of gaudiness, with all the flashy chrome, while others think it's the ultimate factory customising job.



1955

1956

For release as a 1949, the Meteor line was introduced and was so well accepted by Canadian motorists that the new model quickly shot into the number three sales position. Meteor was sold alongside Mercury cars as a way to offer customers a competitive, lower-priced vehicle all under the same showroom roof.

The first year for Meteor saw the fitting of a Mercury grille (slightly cut down in size to fit) and slight changes in trim from the regular Ford. Through the 1950s the model names included Rideau, Niagara and Montcalm. There were some irregularities compared to the US Fords; for example the Flathead engine was replaced by the new ohv engine until 1955, a one-year delay, and in the years 1952-54, Mercury dashboards and instrument panels were used. In 1957 a Ranchero version of the Meteor came and was repeated for 1958 and 1959.

While the Canadian Ford dealers got the new Falcon for 1960, a special version was sold at

Mercury dealers called the Frontenac. This was a one-year-only model and it featured a unique grille with circular centre section and added side trim, plus tail-lights that differed from the Falcon. Red-hued maple leaf insignias in the hubcaps and emblems were also part of the package to help give it some further Canadian flavour.

When it was being shown to Canadian motorists for the first time in September, 1959, here's what the press release stated: "The Frontenac is being built in response to a growing interest among the Canadian motoring public for cars that have a distinctively Canadian identity." A 1961 prototype was produced but it never materialised for production, rather the Comet came in and replaced it.

The name Chryco was used by Chrysler of Canada from the 1930s until the 1970s, and it was for identification in the replacement parts division for Chrysler vehicles (as opposed to Mopar which was used in the US). In general,

the Canadian cars that Chrysler built for the local market saw Dodge front ends mated to Plymouths. In the 1960s, the Valiant line was its own identity, not that of Plymouth, and the early Barracudas were not marked as Plymouths.

General Motors of Canada in the 1930s through to the late 1950s built "for Canada" cars and trucks as well. The truck came starting in July of 1930, and were based on Chevrolets with GMC transmissions and minor trim differences. The Maple Leaf versions were built until 1953, some with the larger GMC engines.

The Canadian-market automobiles were Pontiacs, which were cut down in wheelbase from the American counterpart models. The reason for the shorter length was because a Chevrolet chassis (and powerplants) was used as a cost-cutting measure, with the shorter length coming between the cowl area and the front wheel centreline. The model names Laurentian and Parisienne were used and when the 1959 'Wide-Track' Pontiacs

Named after the 17th century governor of New France, the 1960 Frontenac was a compact car created for Mercury-Meteor dealers to sell to compete with the Ford Falcon. Special identification features included its unique grille and tail-lights, plus special trim pieces.



1960



1959

New to the Canadian Dodge line for 1959 was the 'Viscount' model which was a Dodge front clip mated to the Plymouth body, complete with fake spare tyre on the deck lid. Power came from a 313cu in V8 powerplant that was unique to the Canadian market.



Over the years (between 1946 and 1968) M-Series Mercury trucks were marketed throughout Canada, pictured is the 1960 M-100 version.



The full line of Dodges from Canada listed here, two-doors, four-doors and station wagons. Shown in the rendering is the Viscount four-door hardtop with distinctive features inside and out to differentiate it from the lower priced models.



The heavy-handed grille of the 1956 Meteor line was the front focus point of the gussied-up Ford-based Meteor. The Rideau was the top trim level of the line.

The 1956 Monarch Richelieu was basically a Mercury done up with a new grille and front bumper, including centre-mounted 'Dagmar' bullet bumper guards and revised side trim.



The Canadian Pontiac line carried a Sedan Delivery for the year 1956, pictured a Pathfinder model, one of 1383 built. Canadian Pontiacs were based on the Chevrolet chassis and powertrain (shorter wheelbase).

1957

debuted in the United States, the cars north of the border had stuck with the Chevrolet frames and the wheels were noticeably narrow under the wider stance bodies.

In the 1960s there were two Chevrolet-based models that came into the Canadian marketplace. The Chevy II-based Acadian came starting in 1962, and it was fitted with a different grille and slightly different trim compared to the US-spec version. Model names included Invader and Canso. The Pontiac Tempest was not manufactured in Canada; however, a Chevelle-based 'Beaumont' was marketed, and there were high-performance versions of these cars that sort of made up for there not being GTOs manufactured by Canadians.

In January 1965, an agreement came between the United States and Canada known as the "Canada-US Automotive Products Agreement (Autopact), signed by President Lyndon B. Johnson, which was basically a conditional free-trade agreement between the two countries which created a single North American automotive market. Gone was the need for special Canadian vehicles, however a few examples still came in later years. In 1968 there was a Pontiac Grand Parisienne introduced for the Canadian motorist, which was an up-level model dressed up with Bonneville and Grand Prix trim. Among others Canada-only cars included in the post-Autopact era was the Canadian Pontiac Astre, a variant of the Chevy Vega, sold during the years 1973-4. The fancied-up Vega did become available in American Pontiac showroom starting in 1975. In addition, the Mercury Bobcat (based on the Ford Pinto but with a new front end and larger tail-lights) debuted in Canada in 1974, then it was introduced to American buyers the following year. >>



The top model in the Meteor line for 1957 was the Rideau 500 model, pictured tri-colour 2-door hardtop and two-tone convertible shows the enhanced trim added to the sides as compared to Ford US cars and the tastefully-done large centre 'V' grille addition.



The wheelbase of the '57 Mayfair measured out to 118in and had an overall length of 205.9in. The front end being Dodge and the balance of the vehicle being Plymouth, those that were familiar with the American versions viewed these vehicles as being mongrelised. Some 6931 were sold.



For 1958 a 313cu in V8 engine was made standard on Mayfairs, and there were some 3002 versions of them produced. The illustrated Mayfair 4-door hardtop was the elegant subject matter in this French language advertisement.

Another Canadian-made Mopar in the year 1957 was the 'DeSoto Diplomat', an export-only car that featured a DeSoto front end grafted-on from the Firesweep series mated to a Plymouth body from the cowl back. The strange oddity about this car was that it was exported to many parts of the world, but not available in either Canada or the United States.

1958



The Canadian Dodge line for 1957 was based on the Plymouth Belvedere from the cowl back, fitted with a Dodge front clip (fenders, hood, bumper and grille). A total of 33,529 versions were built, which included all models in the Custom Royal, Mayfair, Regent, Crusader and Suburban (station wagon) lines.



1960 Meteor



Front and centre of the new 1960 Meteor was a new grille with triple stars and matching hood ornament. Top models were the Montcalm models (added to compete with the Galaxie 500 model).

CHRYSLER OF CANADA FOOTNOTE:

"Many of the changes from American cars, as used in their Canadian counterparts, seem rather pointless. Perhaps there was little reason for them other than for Canadian manufacturers to exert a certain amount of independence."

1985, Automotive book Author R. Perry Zavitz

1960

In retrospect, the unique cars and trucks that came from these Canadian efforts were special in that they provided lower-priced versions for the home front, as well as being something that made citizens of Canada proud to own and drive. These interesting vehicles were commonplace to both Canada and to the countries that they were exported to, and surely some who became familiar with them must have wondered why the 'American' versions had a strange look to them! In other words, cars are only odd-looking in many cases if they aren't commonplace to your vision. In a way it's like when a new body style comes out even today, many take a while to get used to and eventually they appear to be acceptable once you are accustomed to them. Nonetheless, there were some cool cars from Canada back in the day! ★



1961 was the final year for the Meteor Canadian line of automobiles, the styling changes made included wider spaced headlights (with star emblems inserted in-between), a new grille and tail-lights, plus unique side trim.



The Pontiac Tempest was not manufactured in Canada so in order to supply a similar sized car for Pontiac-Buick dealerships, a Chevelle-based vehicle was brought to market. The new creation was named Beaumont and it rode on the same 115-inch wheelbase as its Chevrolet cousin cars, only with different grilles, tail-lights and trim. For 1964 and 1965, the top-of-the-line version was called "Canso" and with all the Beaumont models, from a distance it looked identical to the Chevrolet Chevelle from the United States.

1964

1966

Si vous voulez rompre la monotonie de la routine quotidienne...

LA BEAUMONT 66

En effet, conduire une Beaumont 66 est une expérience très plaisante. Lignes nouvelles, finition luxueuse. De plus, un nouveau confort, une sécurité égale à la gamme des modèles. Une performance de plus en plus évidente. La seule de nos voitures à dépasser 100 km/h en moins de 12 secondes. A un prix qui est de 2000 \$.

For 1966 the Beaumont was redesigned and featured a unique grille and tail-lights from the US Chevelle counterpart, however, they used dashboards from the Pontiac Tempest / LeMans / GTO series. Under the hood, the full range of Chevrolet engines were used, including the high-performance 396cu in Mark IV big block. Sales took place at Pontiac-Buick dealerships across Canada.

The 1969 edition of the Beaumont featured a Pontiac-themed split grille and was available in SD (Sport Deluxe) versions, which provided either 325 or 350hp 396cu in engines. The SD-396 cars featured special hoods, power front disc brakes, heavy-duty suspension, beefed rear frames, and vinyl stripes along the sides.

1961



Proudly proclaimed as 'built in Canada', the 1961 Monarch line was again based on the US-spec full-size Mercury but with a unique grille, twin vertical chrome stripes on the sides, revised tail-lights and crown markings.

VOUS LA POUVEZ VOUS LA FAIRE ? Une solution nouvelle à mesure que l'on se rapproche de la réalité. Le châtiment de General Motors, la voiture aux dimensions parfaites. La chose est facile à comprendre. L'Acadian est à la fois assez "vive" pour être confortablement 6, adultes et sans courir pour avoir un équipement de 107 seulement. C'est tout dire de sa maniabilité. De plus, l'Acadian est économique: elle peut être équipée d'un moteur de 4 ou 6 cylindres, ou d'un 1. L'Acadian est offerte en 2 aménagements: série, élégante Beaumont ou l'économique. Toutes les conceptions 8 modèles. Et pour un modèle.

supplément de prix. L'Acadian peut être dotée de la transmission automatique Powerglide de service direct et service direct. Mais juger en plus par soi-même. Avec sans tarder essayer l'Acadian, chez le concessionnaire de votre choix, ou à votre agence, même.

Starting in 1962 there was an off-shoot of the Chevy II made available to Canadian Pontiac-Buick dealers, called Acadian, promoted as 'a General Motors value'. The shell was the same as the Chevrolet version, however the grille, side trim and tail-lights were designed specifically for this Canadian version.

1969



**PUT A BLASTER ON
YOUR CHRISTMAS LIST!**
BLAST WATER OFF CARS IN SECONDS.



4HP BLASTER £199 inc vat 1.3HP SIDEKICK £99 inc vat
5 year warranty 2 year warranty

Use Metro's 70 years of know how to quickly and safely blast moisture out of every nook and cranny leaving your classic streak free. Completely safe for all paint and chrome finishes. *Shown with optional dolly. 

240 volts. CE approved. MADE IN USA
Video and full spec on website.

+44 (0)20 8445 6811 E&OE 

BUY ONLINE WWW.CARDRYERS.CO.UK



PREMIER
VEHICLE STORAGE



Classic Sports and Modern
vehicle storage in Bristol and
North Somerset

Tel: 07776 196796

www.premiervehiclestorage.co.uk

Email: pvsemail@msn.com



CHECKER MOTOR CARS

**A new, innovative concept
to make collecting and
owning a piece of
automobile history
exciting and rewarding.**



- Checkers for Sale ■
- Checker Parts & Services ■
- Checker Merchandise ■

www.checkermotorcars.com

CLASSIC MUSTANG PARTS - see our W/site for more items!

All prices include VAT. Prices subject to change without notice. Correct at 18-2-14. E&OE. Freight extra.

FORD V8

Engines

68-74 Rec 302 eng ...£1707.65*
80-86 Rec 302 eng ...£1521.67*
351W Rec 1/2 eng ...£1331.85*
351W Rec engine ...£1800.46*
351C Rec 2V engine ...£2022.62*
302 330bhp engine ...£3639.67*
331 391bhp engine ...£4680.06*

Engine Parts

Brass core plugs fr £8.30
Cam bearing set fr £20.92
Fuel pump block off ... fr £8.45
Main bolts fr £28.64
Main stud kits fr £54.46
Dart 302 HD block ...£1549.21*
Engine mounts fr £9.53
Clevite con-rod brgs . fr £28.72
Clevite main brgs fr £34.75
H type HD brgs fr £55.81
Crankshaft std 302 . fr £228.83
Crank- stroker 302 . fr £228.83
ARP conrod bolts fr £55.64
Balancer bolt fr £20.57
Std timing set fr £18.41
Performance timing . fr £43.80
Timing gear drive SB ..£169.27
Spigot bush fr £9.30
Timing cover Alum .. fr £83.20
Crank damper fr £86.94
Billet pulley set SB . fr £202.04
Billet Pulleys fr £67.03
Con-rod sets HD fr £252.19
Cast piston sets fr £137.70
Hypereutectic pist .. fr £228.78
Forged pistons fr £321.24
Regular piston rings .. fr £34.06
Performance rings fr £83.78
Camshafts std fr £43.84
Performance cams fr £94.74
Std hydraulic lifters ... fr £57.23
Perf hyd lifters fr £82.13
Mechanical lifters fr £83.90
Hyd roller lifters fr £145.92
Perf hyd rlr lifters ... fr £541.48
Cam gear bolt fr £2.95
Cam thrust plate fr £11.40
Distrib gear fr £26.23
Std pushrods fr £15.20set
Performance p/rods .. fr £26.64set
Racing p/rods fr £90.04set

Edelbrock Cyl Heads

E-Street Alum heads fr £826.38*
Performer RPM SBfr £1249.67*
Victor jnr SB fr £1043.72*
Perf RPM 351C fr £1622.90*
Perf RPM FE fr £1409.63*
Perf RPM 460 fr £1845.12*

AFR Cylinder Heads

1.9/1.6" 58cc 165cc.£1618.81*
2.02/1.6" 58cc 185cc£1493.48*
1.9/1.6" 60cc 165cc.£1596.48*
These are the **best** heads available for the Small Block.

Engine Parts

Std cyl head valves fr £4.02ea
Cyl head core plug brass . £1.66ea
Performance valves fr £7.63ea
Exhaust seats fr £2.89ea
Std valve springs fr £1.08ea
Performance springs . fr £70.66
Collets for valve fr £7.20
Top caps for spring .. fr £52.82
Valve stem seals fr £1.03ea
ARP cyl head bolts ... fr £46.40
ARP cyl head studs . fr £106.98
Guide plates-p/rod fr £20.98
Screw in rkr studs fr £39.96
Std rocker arms fr £3.55ea
Roller rockers steel. fr £164.11
Roller rockers alum . fr £172.90
FE rlr rkr kit £518.39*
Comp cams race rkrfr £339.00

Oil System

Oil pumps std fr £34.19
O/pump high press fr £49.88
O/pump high volume . fr £50.52
Race o/pump fr £60.94
Oil pump drive shaft .. fr £7.55
HD o/p d/shaft fr £20.33
Oil pump primers fr £14.16
Oil pump pickups fr £10.37
Sumps std fr £122.64
Sumps chrome fr £85.39
Sumps performance . fr £206.00
Windage Trays fr £38.75
Main cap girdle 302 . fr £190.26
Std oil filters fr £5.45
Performance o/filters . fr £16.73
Dipstick & tube fr £10.19
Sump bolts/studs fr £28.93

Ignition

Mallory points dist . fr £189.66
Mallory electronic distributor has coil in cap £189.96
Mallory elec dist fr £299.66
Mal race points dist ...£354.49
Elect conversion kit . fr £63.98
302W timing pointer . fr £7.94
MSD distributor fr £315.79
Distrib hold down fr £9.71
Spark plugs fr £1.70ea

Starters & Alternators

Std starters new fr £76.01
Solenoids-bulkhead fr £9.13
Powermaster startersfr £186.58
Starter heat shields ... fr £28.72
Std alternators new ... fr £78.71
100a alum alternator ..£121.22
100a polished alt £136.04
100a chrome alt £169.72
Alt bracket chrome .. fr £17.16
Alum alt fans fr £34.40
Alum alt pulleys fr £34.14
Alum alt brackets fr £131.24
Early volt regulator £9.12



Gaskets

Top gasket sets fr £29.70
Lower gasket sets fr £13.73
Inlet gasket sets fr £6.84
Ex-man gasket sets fr £4.25
Rocker cvr gask sets ... fr £5.21pr
Felpro perf head gask fr £29.35ea
HD sump gaskets fr £9.00

Cooling

Water pumps fr £33.94
Perf Alum w/pumps .. fr £67.82
Electric w/pumps fr £270.55*
Alum w/pump pulleys . fr £56.26
Bypass hose-shaped .. fr £16.45
Thermostat 82c fr £6.82
Chrome therm hsg fr £10.32
Swivel therm hsg fr £97.30

Flywheel & Clutch

Cast manual flywheel . fr £76.98
Steel manual fly fr £270.95
Fly-Ring-gear fr £16.50
ARP fly bolts £17.04
Sachs clutch kits fr £135.55
HD clutches fr £249.52
Dual plate clutches . fr £605.91*
Hyd release brg fr £290.56
Bell housing T5 alum . £232.73
Steel bellhousings fr £351.06

Inlet Manifolds & R/Cvrs

Weiland inl manif 4b fr £140.12
Edelbrock inlet mansfr £191.12
ARP inlet bolts fr £22.67
Chrome steel r/cvrs .. fr £38.88pr
Aluminium r/cvrs fr £119.42
Chrome r/cvr kit SB . fr £61.20

Exhaust

Exhaust headers fr £129.17
Header bolts fr £21.91
Exhaust silencers fr £26.18

Induction

Holley 4b carbs fr £251.27
Edelbrock 4b carbs .. fr £298.02
Holley & Edelbrock carb repair kits- fr £28.02
Fuel injection kits . fr £1992.06*
Fuel pumps fr £28.94
Air-cleaner assys fr £21.55
A/cleaner elements fr £6.13
R/cover breathers fr £7.84

Electrics

Electric fans fr £108.62
Plug lead sets fr £34.13
Plug lead separators ... fr £8.51
Mallory coil fr £54.65
Mallory ballast fr £21.85
MSD C.D. boxes fr £163.76

Transmission

Auto flex plates fr £32.00
ARP flex plate bolts £10.91
C4 uprated trans w/converter, cooler & fluid fr £1299.00*
Transmission coolers . fr £62.32
T5 HD Must Trans ...£1757.70*

Steering, Suspension & Brakes

Tilt steering column fr £493.69*
Polyurethane front suspension bushes fr £10.86
Front strut rod bushes fr £20.26
A/roll bar links fr £18.34set
A/roll bar bush sets ... fr £16.45
Rear susp bushes fr £46.45
Rear 4 bar kit 64-70.£1229.87
Heidts front crossmember with rack & pinion steering, independent suspension comprising tubular A-arms +11" disc brakes fr £2143.90*
Chassis stiffener £242.88
Power rack and pinion conversion kit, includes pump. fr £1320.41*
Front disc brake kit 11" with dual m/cylinder & servo. fr £787.95*
Dual brake master cylinder & brake servo kit fr £323.35
Subframe connectors .. £209.63
8/9" diff gasket fr £3.70
CW & Pinions 9" ... fr £173.32
Ridetech alum shocks £113.65*

Comp-Cams Oil

Running in oil 10/30 £5.78
10/30 high Zinc oil £7.08
15/50 high Zinc oil £7.08
Valvoline Race oil 5l £35.77

Books

Mustang Restoration bk £11.95
Rebuild SBF engines £11.25

Body Parts

64-68 Front bumper fr £133.92
64-66 F/bumper guard .. £34.30
64-68 Rear bumpers fr £133.92
64-66 R/bumper guard .. £39.89
Bolt kit-bumpers £15.16
Front wings 64-68 .. fr £159.44
64-68 Inner structure fr £28.64
64-8 F/R splash shield fr £21.54
64-68 Rad support .. fr £137.11
Wing protection cvr £31.82
64-68 Fender apron .. fr £38.21
64-66 Bonnet Hinges fr £44.59
64-70 Bonn hing spring £17.47
64-68 front valance ... £154.66
65-70 Frame rails ... fr £231.23
64-68 Sill panel assy fr £173.80
64-68 Doors fr £303.00
65-66 rear 1/4 panel .. £159.44
64-68 Tail panel fr £105.20
64-70 Outer door handles- set high quality fr £63.73
Outside chrome mirrors high quality fr £46.19
Electric 2 speed self parking wiper motor kit 1964-68 £231.14

KEY: An asterisk [*] indicates the Gold Card club price is being quoted.

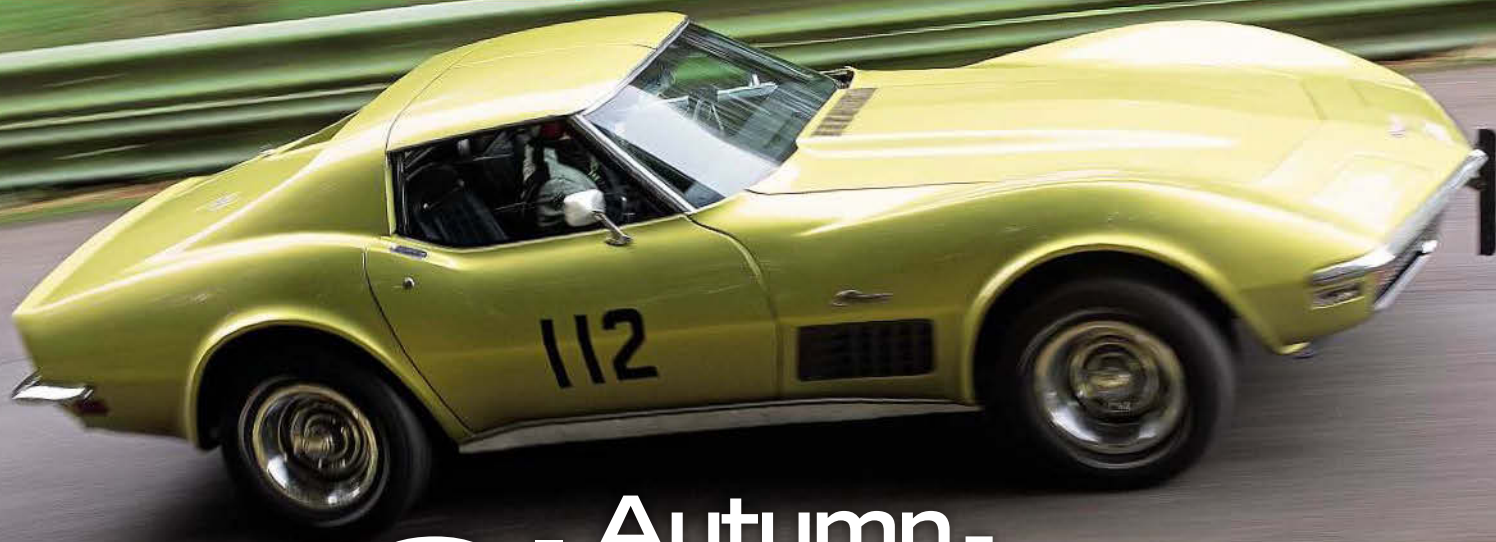
Building a project, or an engine? Check our website & join our Gold Card Club[£40yr]-SAVE 10%-check exclusions. Over 6000 parts in stock. Owner in this business 40 +years.

REAL STEEL- Unit 9, Tomo Ind Estate, Packet Boat Lane, Cowley, Middx, UB8 2JP
Tel: 01895 440505 Fax: 01895 422047 E-mail: sales@realsteel.co.uk Web: www.realsteel.co.uk

Event Report

Prescott Speed Hill Climb
Gloucestershire

October 4-5, 2014



Autumn Classic

As part of *Classic American's* ongoing programme to find new, exciting and different events for heats of the Car of the Year competition, the Autumn Classic at Prescott Hill Climb was first selected last year. Yet again this year an impressive number of American cars turned out and there was so much going on all weekend, it was difficult to cram it all in.

The American theme has really been embraced by the organisers, with a fantastic number of flat-head powered cars and hot rods, many brought along by members of the VHRA (Vintage Hot Rod Association) who ran their own hillclimb at the Prescott, called GOW! >>

Live Music? Check!



Stiltwalkers? Check!



Super cool Fords and rods.



Old Yeller II





Hill climbin' '58 Buick.

For fans of two-wheeled Americana, there was also the Demon Drome of Death, surrounded by a huge collection of classic Harley Davidsons and Indians. There were also loads of stalls selling everything from art to books to clothing and just about everything else imaginable. Add into the mix more entertainment from stilt walkers, Laurel and Hardy and face painters, plus live music from the Bravo Boys, Lady and the Sax, and you had a proper day out of full-on entertainment for the whole family.

Even if you're a dyed in the wool American car enthusiast, it's hard not to be seduced by the charms of some of the old Austin Healeys, Allards, MGs and of course Bugattis taking part in the hill climb all weekend. And when was the last time you saw a steam car? Well, there were two American steam cars at Prescott and they even went up the hill as well.

Paris to Peking
1928 Chrysler.



1917 Hudson.



Curved Dash Olds.





**John Harrison's
1958 Dodge Coronet.**



Cadillac.

Ford V8 sprint car.



Just walking through the paddocks and checking out the incredible variety and eras of vehicles was a treat in itself. All weekend saw more classic racers than you could shake a stick at, either running the hill or being prepped by their owners. How nice to be at a show where you can hear and see the cars actually in motion, often at full tilt.

Other amazing old American vehicles on display included the 1959 Balchowsky Buick Special racer (also known as Old Yeller II or the Junkyard Dog) and the 1928 Chrysler Type 56 which took part in the Peking to Paris Rally a few years ago.

There were some real old timers on display, including a curved dash olds which made it up the hill climb too and even a 1917 Hudson Super Six with a pontoon rear, ostensibly for better aerodynamics. Several former Car of the Year vehicles were on hand, including Gavin Shaw's 1968 Camaro Z28, Rick Skett's '57 Chevy and the 1941 Cadillac from a couple of years ago which now belongs to Shane Smith from Nottingham. >>



Historic race cars.



Bugattis... of course!



**Brett Pillinger & Toby,
in '22 Model T.**



Stanley Steam car.



Indians.

Phil Otley from Stone in Staffordshire made the trip in his recently acquired 1967 Galaxie 500XL which he came upon more or less by accident; it's good to see that there still is a supply out there of nice, affordable straight cars for enthusiasts. Keeping things real with the hillclimb was John Harrison, who'd come along in his '58 Dodge Coronet which runs a 325 poly V8, a stock looking classic American if ever there was one.

All in all, it was another great weekend at Prescott; an intimate location with lots of amazing machinery, a good atmosphere and of course plenty of sunshine, dry weather and mild temperatures – the perfect formula for a great event. ★



Phil Otley & '67 Galaxie.



Tin Lizzie.

Steam car.



Footman James Car of the Year Heat 7

The final heat of this year's car of the year competition was won by this stunning looking 1965 Chevrolet Corvette in Ermine white. As if its 43,000 mile all original and untouched condition wasn't enough, its super rare (one of 771 'fuelie' cars built) fuel injected 327 V8 motor is really its crowning glory.

Many of these fuelies were converted to run on carburetors later on in their lives, just for simplicity and

cost, but this one still runs its original fuel injection system. It also has a beautiful black leather interior and was purchased in Missouri by a serviceman returning from Vietnam. He promised himself a Corvette if he made it through his tour, now there's an incentive.

Owners Jerome and Sarah



Jerome and Sarah Johnson.

Johnson from Warwick are justifiably proud of their bowtie beauty, which only arrived on these shores less than nine months ago. Make sure you don't miss the chance to check out this fantastic 'Vette on the Classic American stand at the Classic Motor Show, held at Birmingham's NEC over the weekend of November 14-16.

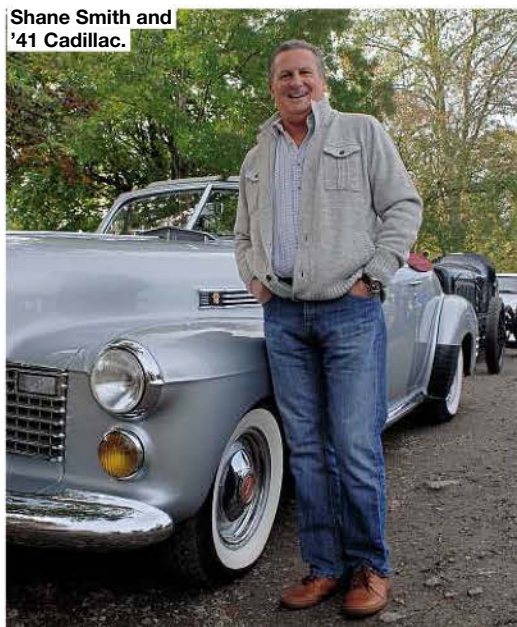


1965 'fuelie' Corvette.

More live music!



Shane Smith and '41 Cadillac.



EUROPA SVT

Side Steps, Nudge Bars & Running Boards
for all Trucks & SUV's
Call for your vehicle application
or check website



DiabloSport Petrol & Diesel
engine tuning systems



Improve your vehicles
performance with
DiabloSport tuning systems
from only
£399.00
Ex. Vat

Extang Tonneau Covers

Covers with a range of 10
different models. Visit our
website and choose your
vehicle fitment



from only
£389.00
Ex. Vat

American to European Radio Frequency Converter

This converter makes it possible for USA car radios
to receive regular UK & European radio stations in
Europe & elsewhere. It adjusts the radio MHz to
88-108 FM band and can simply be turned off to
revert to standard frequency when not needed
Part - #RADIO1



from only
£84.00
Ex. Vat

Round Air Filters



Edlebrock, USA, & Ford Motorsport
10" to 14" diameters

from only
£28.00
Ex. Vat

Borla Exhaust Systems



Part or full Cat-Back
Borla Performance
systems available
from only
£548.00
Ex. Vat

Tuned Exhaust Systems



Exhaust Systems Available for
most Models of
Car & Truck, by
Borla, Magnaflow,
Gibson, Corsa, Banks

from only
£POA
Ex. Vat

Ford 04-09 Mustang Light Units



Stop, Tail, Fog, Amber Indicator,
Reflector & Reverse
per pair
£148.00
Ex. Vat

SVT Mega Catalogue



Packed with over
1000 pages of
American Truck &
Car Parts
£4.95
Ex. Vat



Service, repair and consumable
parts in stock or to order Ford &
Dodge 5-20w oil

Oil, air and fuel filters, brake pads,
rotors & body panels available

5W-20 Ford/Dodge Oil



Ford/Dodge Petrol
Engine Oil, OE service
parts also available
from only
£6.75
Ex. Vat

Engine Dress Kits



For Ford & Chevrolet available
in Chrome, Black
or Alloy
from only
£110.00
Ex. Vat

Grant Steering Wheels



Comfort & Style
when your hands
demand the best
from only
£47.00
Ex. Vat

Tonneau Covers



Super Tough, smooth
& light, with easy
removal & storage
from only
£990.00
Ex. Vat

O/E Replacement Mirrors



Mustang, Dodge, Chevrolet,
& Ford Truck Mirrors
Available
from only
£65.00
Ex. Vat

Exhaust Insulation Wrap



More horsepower,
30% less under
hood heat, suitable
for all vehicles
from only
£11.19
Ex. Vat

O/E Brake, Suspension
& Steering Parts



For Ford, Dodge &
Chevrolet
vehicles
£POA
Ex. Vat

International Shipping • Next Day Delivery • Dedicated Sales Team • Over 33 Years Industry Experience
Europa Specialist Spares Ltd, Fauld Industrial Park, Tutbury, Burton-Upon-Trent, Staffordshire, DE13 9HS

All Major Cards Accepted Secure Online Shopping

Ray's Classics

California Collector Car Sales & Export Specialist

San Carlos
CA since
1980



1969 Ford Econoline Camper
302/auto, one local owner, very
clean unrestored condition,
zero rust, new tyres, new radiator
& master cylinder. \$9850



1957 Dodge Sedan Delivery
440/auto fresh build, p/s, p/w, tilt
wheel, disc brakes, 4 link coilover
rear, volare front clip,
one of one. \$21,500



1969 Camaro RS/SS
350/4spd, p/s, pdb, a/c,
runs & drives well, restored a few
yrs ago, all original sheetmetal
\$32,500



1957 Chevy Big Window
Stepside
283/4spd,
same ca owner last 28 yrs
\$10,800



1973 Lincoln Mk V1
One owner, 95,000 miles
unrestored original condition,
zero rust, drive it home
\$9200



1957 Chevy
choice of three, two 2drs,
one 4dr hardtop
POA

Prices include shipping from Oakland CA to UK mainland.
Check the website for complete inventory list.

**WE CAN LOCATE THE CAR
OF YOUR DREAMS**

Vehicle
shipping to
the UK inspection
services available
in the Western
States

Tel: **650-361-8083**

www.raysclassics.com
e: raysclassics@earthlink.net

Event Report

The Isle of Wight Classic Car Extravaganza Newport, Isle of Wight

September 14, 2014

The Isle of Wight Classic Car Extravaganza is a big title for a big event. Taking place over two days mid-September and now in its 14th year with increasing popularity, it was great to see so many 'Stateside' motors on show.

The Saturday show is held in Newport town where space can be tight, but the Sunday event takes over the complete seafront at Ryde where organiser Victor Gallucci was really pleased with 600 plus cars on display.

It seemed half of the island's residents came out to enjoy the huge variety, and as always American muscle proved very popular; so much so that I tackled Victor on the layout of the event. After talking to many owners of Americana, I asked the question many of them wanted answered: "Would it not be better keeping the US cars together with their own area?"

Victor had already noted the public appetite was great for the lines of chrome-clad V8s and after a few seconds replied: "That could be arranged." He referred to an idea of an American Alley alongside the on-site Diner and promptly went off to discuss with the owner the possibility of a rock 'n' roll themed service for next year.

The suggestion came from Mark Heiford, owner of an ex-Police Crown Victoria and a regular at the Solent Renegades meetings; he pointed out that if the island's September show became popular with the American car enthusiasts, they could easily fill a Wightlink Ferry.

Richard Wells drove down from North London for the day in his Mercury Comet from 1973; built in Kansas, the car resided in Tenerife before coming to the UK in 2011. Richard would like to know if there are any other Comets with the straight six engine in this country.

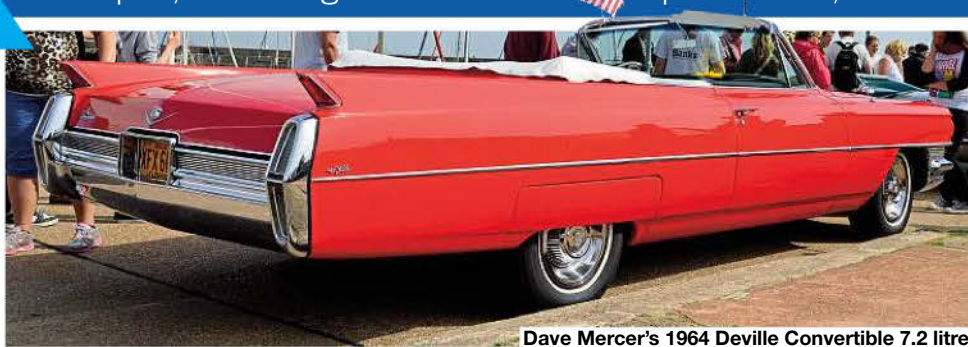
Tim Allen has no problem with long journeys since fitting LPG to his Pontiac Ventura. His 1966 458cu in V8 runs perfectly on the alternative fuel and he carried out the conversion himself; the tank barely takes up any space in the huge boot.

One area of the seafront was taken over by Mustangs in all their forms, including Colin Budden's 351 fastback race-ready machine; this 1965 car took 18 months to build. Being a resident on the island, Colin also brought along his 289 convertible, a 1965 vintage; purchased in 2009, it took a similar time in restoration to that of the fastback.

Steve Hayes from Fareham in Hampshire has owned his 289 for a year and decided that, having finally got his Mustang, he didn't want to go for all original. "I have done it the way I wanted," he told me.

I feel some individuality adds to the interest for the spectator; displayed together, each car was unique with its owner's small touches and the crowds seemed to appreciate that.

Hopefully, next September, a large area will be available to accommodate even more American classics; without doubt they will be appreciated. ★



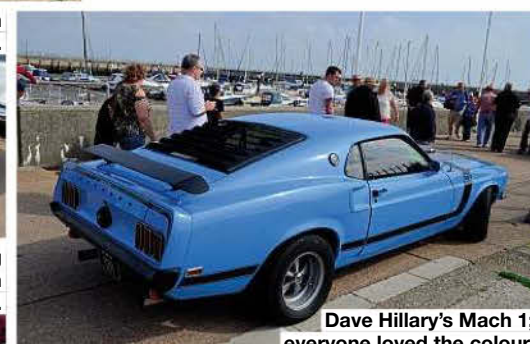
Dave Mercer's 1964 Deville Convertible 7.2 litre.



LPG keeps the cost down for Tim Allen's Pontiac.



Mick Lambert's stunning Corvette drove from Southend.



Dave Hillary's Mach 1; everyone loved the colour.



Linda Day's Continental ice blue with white leather.



Richard Wells rode his Comet from North London.



Steve Hayes enjoys his Mustang.



Mark Heiford's Crown Victoria, remember Hill Street Blues?



RHD Studebaker Hawk from 1960, owner Arthur Melrose.



Two Mustangs join Colin Budden and his lads.



For more information, email:
vicgallucci@gmail.com



SHELBY COBRA MUSTANGS



**Professional location, supply,
concours standard restoration and
upgrades of genuine
SHELBY MUSTANGS & COBRAS
DRAGON WHEELS
MUSCLECAR RESTORATIONS**
www.dragonwheelsrestorations.co.uk

UK Telephone: 01908 551131
E-mail: faulknerstevens@btinternet.com



WWW.DISCOVERYCLASSICCARS.NET

California Classic Car Sales & Exporter 925-639-5666

SOME OF OUR VEHICLES FOR SALE IN CALIFORNIA



1984 CADILLAC HEARSE.....\$6000

Just out of service from a local family funeral home, 6 liter V8 not the dreaded 6-8-4 motor, runs and drives perfectly, getting hard to find like this, ideal promotional vehicle.



1983 CADILLAC LOW RIDER.....\$10,000

Not on hydraulics or airbags or cut suspension rides great, 4.1 V8 automatic, ac blows cold, expensive stereo, great interior and paint attracts attention anywhere it goes.



1969 MUSTANG MACH ONE.....\$35,000

4 speed rebuilt Hi Po 351, no rust anywhere, now fitted with Mustang two rack and pinion steering drives excellent.



1962 CADILLAC LIMO.....\$14500

sunfaded paint in places but super solid, very nice interior, good chrome, decals are removable, runs and drives excellent. Ideal business opportunity



1976 CORVETTE.....\$7850

runs and drives well, great condition interior, automatic car, good body, just needs paint no stress cracks, t tops.



1976 CORVETTE.....\$6500

L48 350 with auto trans, power steering, power brakes, runs and drives well, T-tops, needs cosmetics but a great solid base to start, air con car with green glass too!

- VEHICLES LOCATED TO ORDER
- VEHICLES INSPECTED TO ORDER
- VEHICLES TO SUIT ALL REQUIREMENTS

- OTHER VEHICLES AVAILABLE - SEE WEBSITE
- EXPORT SHIPPING AVAILABLE AT LOW RATES

*** ABOVE PRICES INCLUDE SHIPPING TO MAINLAND UK ***

Call on: 001 925 639 5666

discoveryclassiccars@gmail.com

Agreed Value
Free Salvage Retention
UK & EU Breakdown Recovery Included
Legal Cover Included
Club Member Discount (inc. NSRA, VHRA & NASC)
All Modifications Accepted
Laid Up/ Project Cover
Unlimited Mileage
Multi-vehicle Policies

Official Broker
for the NSRA



Low cost, tailored protection
for all American Cars & Rods



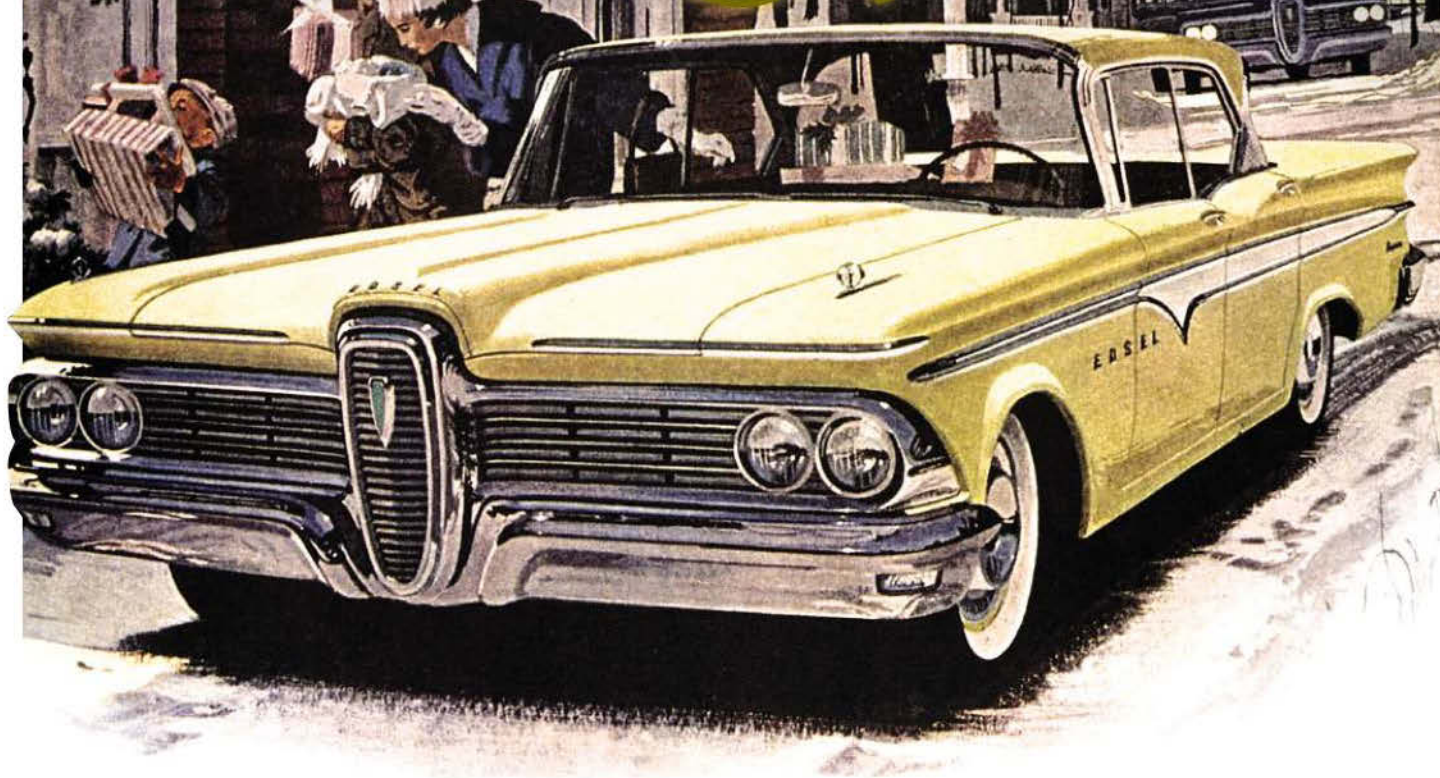
classicline*
INSURANCE

Authorised and regulated by the FCA

01455 639 000
www.classiclineinsurance.co.uk

CLASSIC
AMERICAN

Christmas Gift Guide



Gosh, it's already that time of year again! So if you're scratching around for ideas of what to give your nearest and dearest American car fan, or are being asked by friends and family what you would like for Christmas, here's a few ideas we've come up with for perfect presents for petrolheads!

Vintage homeware

Once you've finished rockin' around the Christmas tree and scoffing festive turkey, there's always the washing-up to be done – so why not inject some Fifties flair into this most mundane of tasks with these fabulous teatowels from Planet Sputnik Homestyle?

Made in Britain, the Orbit-design premium homewares are available in yellow, pink, blue and turquoise to co-ordinate with your retro kitchen, and cost from £15.

To buy – and to see the rest of the vintage-inspired range – these and other fantastic gift ideas, check out www.planetsputnikhomestyle.com



Gold Plug

The Gold Plug is a high quality magnetic sump plug which collects swarf and wear particles from a vehicle's engine oil, protecting the engine and increasing its life.

Constructed from a 303 stainless steel body, that houses the strongest, highest temperature, N45SH neodymium magnet available.

These particles missed by the oil filter are abrasive and potentially damaging to the engine and the magnet will hold any collected metal firmly, unaffected by temperature change, until the oil is changed. Magnetic sump plugs are a proven product and even used by some manufacturers as standard. RRP is £12.99, email sales@opieoils.co.uk or see: www.opieoils.co.uk



Batmobile car

Would-be crime-fighters will love this Batmobile six-volt battery operated electric car with official Batman detailing, flashing lights and authentic music and sounds. It retails at £299.99, available from Halfords and www.halfords.com



Keep on the move this winter

Keeping safe and on the move this winter is easy with the extra heavy duty Clarke JS12/24 Dual Voltage Jump Start. It is great for home, fleet, farm and garage use. It has the power to start engines requiring 12 or 24 volts using two, top-quality, 22 amp-hour batteries.

The JS12/24 will deliver up to 1000 amps of current at 12 volts or 500 amps at 24 volts. Peak current is twice that, at 2000 amps at 12 volts and 1000 amps at 24. A battery status meter will show you the condition of the internal battery and there are even LED charge indicators so that you can always be sure it will be ready when you need it.

For further information visit www.machinemart.co.uk or call 0844 880 1265.



Model V8 engine

This Haynes Build Your Own V8 Engine model is a greatly simplified version of a real V8 car engine. It's designed to be a fun project to put together and, when finished, a practical aid to understanding how a full-sized four-stroke combustion engine works.

Box contains all the parts and tools you need to assemble the working model. It comes complete with its very own Haynes manual giving you clear step-by-step instructions to guide you through the build process. All you need to provide is the time and three batteries. £30, available from Halfords and www.halfords.com

Mustang art

These beautiful, boxed Mustang sculptures are available in aluminium and resin, with the latter in red on two different backgrounds, white and black. Created by artist Robin Bank, they're delightfully tactile, simple and elegant, especially the aluminium version.

The prices are £340 for the aluminium car and £175 for the resin version. The latter is also available in white and metallic blue as well as red, all of which are in the original Ford colours from the Sixties. In terms of cost they offer discounts for clubs (contact for details).

To order go to Robin's website: www.robinbank-motorart.com



Drag Racing DVDS

2014 Dragstalgia

One of the UK's most popular nostalgia drag racing events, Dragstalgia 2014 is captured in all its glory in this action packed, exciting, noise filled DVD.

Boasting everything from historic vehicles taking to the track for the first time in 40 years to Nitro Nostalgia Funny Cars and Fuel Altered, to the spectacular Willys Wars, Supercharged Outlaws, Outlaw Anglia, Gasser Circus, Wild Bunch, Super Stock shoot-out, NSA historic bikes, this is pure action from the get-go.

Now in its fourth year at Santa Pod Raceway, Dragstalgia has snowballed in popularity, attracting stars from 'across the pond' in the form of legendary American altered Rat Trap and Pure Hell. It was spine tingling to watch, and one to go down in the history books as a classic. Running time – 1hr 45.



2014 Mopar EuroNats DVD

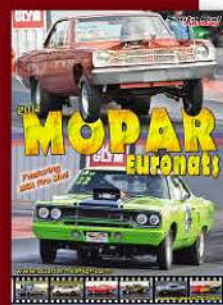
The 21st Mopar EuroNats at Santa Pod Raceway saw three days of sweltering temperatures, and wall-to-wall action on the famous quarter-mile at Europe's biggest and best muscle car event.

With classic American cars from across the UK and Europe, the quality on display was stunning. Cruising on the street, pounding the strip, frying the tyres in the legendary burnout competition, and gleaming in the show-car corral, the action never stopped.

Add in a round of MSA Pro Modified with the planet's ultimate doorslammers, the Gasser Circus and plenty of Run What Ya Brung V8 muscle on the track, this is an action packed DVD you won't want to miss. Running time – 1hr 35.

Other titles available include: 2014 Hardcore Street, 2014 NSRA Nostalgia Nats and Hot Rod Drags, 2014 Top Sportsman, 2014 MSA Pro Modified, 2014 Springspeed Nationals, 2014 National Finals.

All are available for just £14.95 + p&p from Zeon TV (02476 545845), or online at www.quartermilehigh.com (Secure online ordering and multi-buy offers), or by post to FREEPOST ZEONTV.



Dale Klee calendars & Rat Trap T-shirts

USAutomotive has these wonderful Dale Klee calendars, which it is offering to *Classic American* customers for £10 including postage. To order these or any other great gift ideas, please visit the eBay store, <http://stores.ebay.co.uk/usautomotivelt/> and select from the shop category: Gifts or call 01234 273155.

Likewise the company also has these fantastic Rat Trap T-shirts priced at £14. In a variety of colours and sizes: Small, medium, large, XL and 2XL, also in black, blue, burgundy, pink and red. To order visit the eBay store, <http://stores.ebay.co.uk/usautomotivelt/> and select from the shop category: Apparel or call 01234 273155.



SoundLink Mini Bluetooth speaker

Fantastic for taking music on the move, especially in your classic American, when you don't want to cut holes in dashes, doors or other bits of trim for speakers or modern in-car music systems.

Connects wirelessly to your smartphone, tablet or other Bluetooth device and gives full, natural sound from an extremely light (0.67kg) and compact design. Best of all the rechargeable battery plays up to seven hours. Includes charging cradle.

Soft covers are available separately in blue, green or orange. Price: £169.95. Available from www.bose.co.uk John Lewis and other good retailers.



G3 Body Prep Clay Mitt

Achieve an 'as new' finish on your car with this reusable body prep clay mitt by Farécla's G3 Professional.

The G3 clay mitt gives you the power to get professional results at home without the need for professional skills. The G3 clay mitt allows car owners to deep clean their car, removing dirt and contaminants that a shampoo wash leaves behind. The result is a truly clean, silky finish to your paintwork, preparing it perfectly for polishing, waxing or further paint renovation. What's more, the G3 clay mitt is easier to use and lasts up to five times longer than a conventional clay bar.

The easy glide application gives you total

control over the deep clean process, as the advanced rubber polymer technology gently bonds with contaminants, lifting them at a molecular level while still preserving the paintwork. Perfect for bodywork, windscreens and headlights, the G3 clay mitt easily removes road grime, acid rain, salt, road tar, tree sap and industrial fallout.

The G3 body prep clay mitt retails at only £12.99 and G3 bodyshop detailer retails at £8.99. The entire range of Farécla's G3 products is available from Halfords stores.

To find out more about the G3 body prep clay mitt, visit www.g3pro.com or call 01920 465041.



MORE WEIGHT FOR YOUR BOOKSHELF!

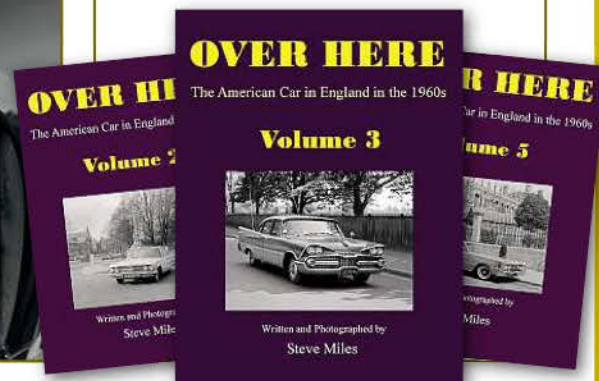
Regular readers of *Classic American* will be familiar with the astonishing photo archive of our contributor Steve Miles – you've seen selections from these images of American cars 'Over Here' in the Sixties in these pages from time to time!

Steve has been publishing wider choices from this archive in book form over the last couple of years, and he's now got up to Volume 5 (£11.99, inc p&tp).

The cars were all photographed in England, around the Oxford area, or in central London. Each picture is accompanied by his chatty but informative captions.

Earlier volumes are available if you missed out on them.

Contact Steve for more information via his website at www.sgmpublishing.co.uk



STAR CAR HIRE.CO.UK

TV, MOVIE & SPECIALIST VEHICLE HIRE



CARS WANTED!

FOR TV & FILM WORK, PHOTO SHOOTS & EVENTS!
REGISTER YOUR CAR FREE TODAY FOR PAID WORK!

More info at: www.starcarhire.co.uk

Interested in using your vehicle for TV & Film work, Promotional work or even Weddings? Star Car Hire are always on the lookout for new and exciting vehicles to add to our database. If you own a TV or Movie car replica, a classic car or any interesting vehicle that stands out from the crowd then please contact us today. It costs nothing to register and you could earn yourself some money to help pay back those maintenance costs, if not more! **Visit us online today to find out more.**



100% CORVETTE

CORVETTE KINGDOM

01263 739944

www.corvetteuk.com

CORVETTES BOUGHT AND SOLD



1981 350 Auto Coupe

Silver with blue interior, 23,000 miles from new and stunning throughout
CALL FOR DETAILS

- Large fully equipped workshop
- From ground up restorations to routine servicing
- From steering column rebuilds to suspension overhauls
- No job too small.
- Fast and efficient mail order parts service, large stocks of new and used parts - Overnight delivery
- Corvette brokerage service - we will sell your car for you.
- We have several parts cars from various years – call with your needs.



**'The UK's Number 1
Corvette Specialists'**

**We can sell your Corvette faster than any other Corvette dealer in the UK
CALL US NOW!**



01277 221543
craigsalter@live.co.uk



1966 FORD THUNDERBIRD
 3 owners, genuine 77,000 miles,
 in azure blue metallic,
 dark blue trim, stunning
£18,950



1976 CHEVROLET CORVETTE STINGRAY
 Orange coachwork, black trim,
 350 V8 auto, nice condition all
 round, drives well
£11,950



1931 FORD MODEL A VICTORIA STREET ROD,
 2+2 300 bhp, Chev V8 400 trans, 9" rear end, retrimmed pale blue
 Boyd Coddington alloys, stunning looking car, drives great
£34,950



Call Craig for more details

www.mustangworkshop.co.uk



**Servicing, Upgrades
 & Award-Winning
 Concours Restorations**

Tel: 01256 761991

Email: enquiries@mustangworkshop.co.uk
Vernwood Workshops, Hook, Hampshire RG27 9AB



**High quality, hand
 built and made in
 the UK**



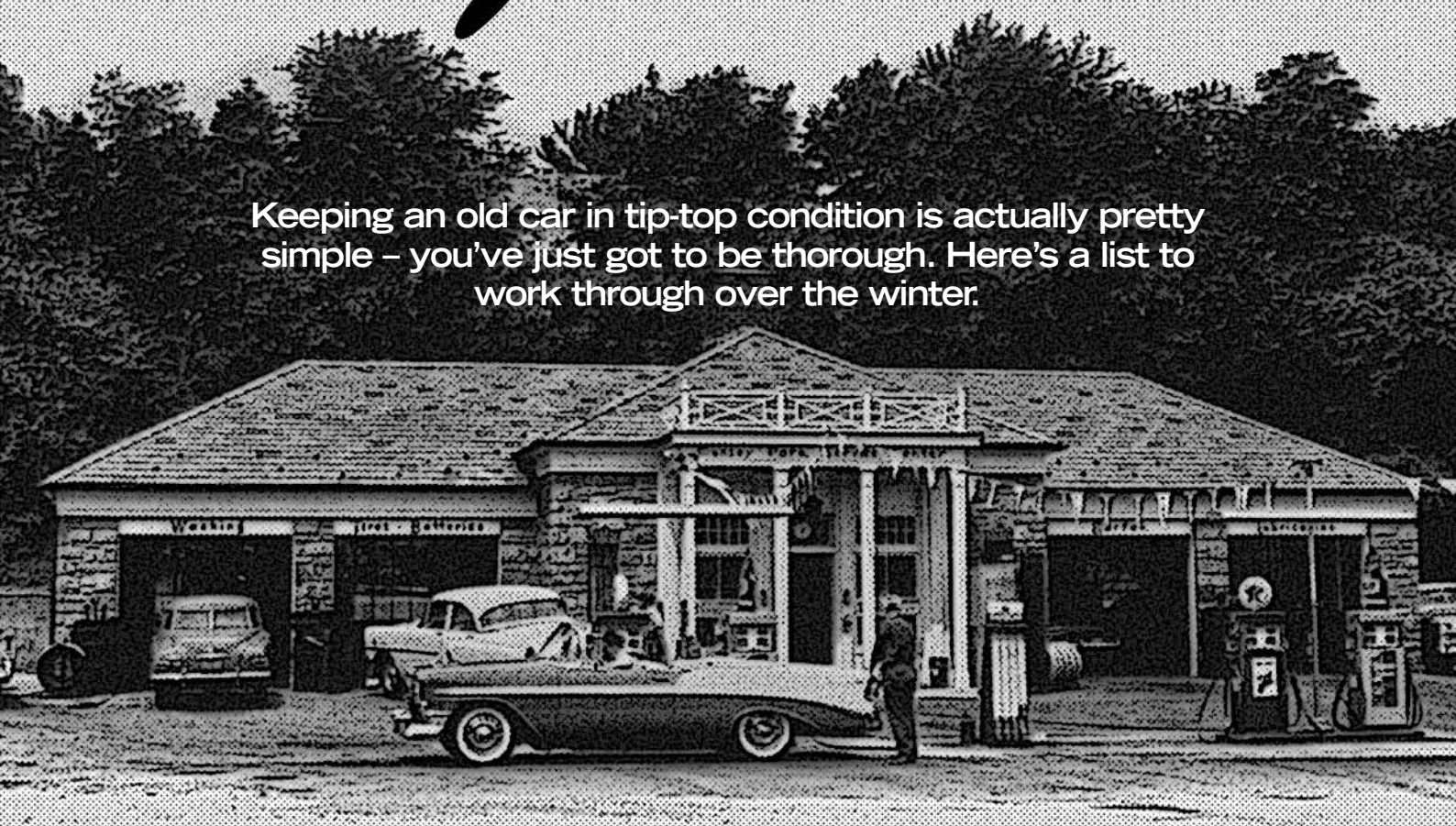
**Display cabinets, tool chests, chiller cabinets
 and now table lamps to your specification**

tel. 01763 284071

www.customgaspumps.co.uk

How to make your car last... *Forever!*

Keeping an old car in tip-top condition is actually pretty simple – you've just got to be thorough. Here's a list to work through over the winter.



When did your classic last get new brake fluid? What should the ignition timing be set to? What age are the tyres? You'd be forgiven for not knowing the answers to these questions – few of us do. But they serve to illustrate the difference between the kind of basic servicing most people carry out on an annual basis – oil, filters, maybe a peep under the radiator cap – and the much longer list of minor jobs that will keep your car in full working order.

A car can have countless minor failings that might be noticeable but won't actually stop you driving it. Maybe it needs a special knack to start it, or perhaps the passenger's electric window is slow. If the engine gets hot in traffic or if the brake pedal needs a second shove, you've got bigger problems. We're capable of getting used to a lot of things we shouldn't put up with. So don't. Go through the list we've made here, and your car will be the best it can be, which will only make you love it all the more.

Interior

There always seems to be something more important to do than lube the door hinges, electric window channels and trunk-release mechanism, but the effort is tiny compared with the hassle of replacing such items when they finally seize or break. Also grab a can of switch cleaner and wash the dust out of the controls for windows, seats, mirrors and so on.

Anything with a Bowden cable (hood release, for example) can be lubricated with a special cable oiler available from www.frost.co.uk while different greases and oils can be applied to any mechanical moving part from a convertible roof hinge to a brake pedal pivot. The bottom line is that any lube is better than no lube.

A quick word about leather, vinyl and fabric seats: the latter can be cleaned with mild detergents and water, but leather and to some extent vinyl can actually be restored, or at least re-coloured, with very effective kits. Try www.furnitureclinic.co.uk



Fluids

Changing the oil annually is obvious, but there are lots of other fluids in the car. If you don't know when your brake fluid was last changed, get it done. Brake fluid absorbs moisture from the atmosphere, which does two things, it can corrode braking components from the inside and the boiling point of the fluid can drop, making it more likely that the pedal will hit the floor under heavy use.

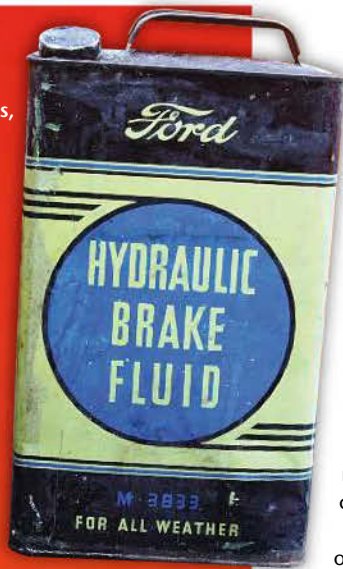
Likewise, if it's anything other than fresh and blue (or any other colour for that matter) change the coolant in the radiator. Antifreeze does more than keep it liquid in the middle of winter; it's also a corrosion inhibitor. If your car has aluminium cylinder heads on an iron block, this is even more important.

Don't ignore other fluids. If you don't know when the back axle oil was changed, renew it now. Check the level of the ATF in the transmission with the engine running and the transmission in P or N, parking brake applied. Like the axle oil, this is probably overdue for a change, as Richard Alder of Alders Automotive knows:

"For the majority of the people, changing the transmission fluid is a last resort once they're already experiencing transmission issues. It's a good idea to get your fluid and filter changed on a regular basis, as your transmission fluid will deteriorate over time and any particles will circulate with the fluid, acting as an abrasive and accelerating wear." Richard recommends changing the fluid annually or every 12,000 miles, with a new filter every three years or 36,000 miles.

"We use our transmission fluid exchange machine to replace the fluid in the entire system including the torque converter and the transmission oil cooler," he says. "Simply removing the transmission sump pan will only replace half the fluid as the torque converter and cooler will not fully drain."

Expect to spend about £230 to have the fluid flushed and replaced. GM vehicles usually use Dexron ATF; Fords use either Type F or Mercon and Chrysler Corp products use ATF +3 or +4. Whatever the fluid, it needs changing immediately if it's brownish in colour, or worse, milkshake pink – the latter is a sign of water contamination due to a cracked transmission oil cooler in the radiator.



Sparks

Plug leads can appear intact, but insulation can break down under heavier load or when wet, leading to arcing and the loss of a nice, fat spark at the plug. Lift the bonnet with the engine running when it's pitch dark. Any blue flickers? Change the leads.

While you're at it, check the plugs too. Failing plugs can also produce a misfire under load. You're looking for a dry, grey-brown colour; anything else suggests a fault. Modern, good-quality plugs should last around 20,000 miles, but single or double platinum or iridium types can last 100,000 miles. Check the gaps if they haven't been looked at for 6000 miles or more, as too large a gap puts extra load on the ignition system and eventually causes a misfire. Try 35 thou if you don't have specific information for your car.

Ignition timing can be hard to set accurately without a strobe, so either invest in one (around £20) or get help: no other single adjustment will make such a difference to the way the engine performs. No strobe? Find a steep hill and floor the car up it. If there's any hint of pinking, retard the ignition a couple of degrees, tighten the distributor up and have another go. If there's none, advance it a little – getting the timing just off the point where pinking begins is usually a good baseline.

While you've got the strobe out, John Simmons tells us a sensible DIY check of the ignition timing system: "Wear is best noticed using a timing light. With the engine running, the timing will deviate if the timing chain, drive gear or shaft are worn. The timing light can also be used to check the advance curve for worn springs or a binding baseplate. A vacuum testing tool should be used to check that the vacuum advance canister is working and holding a vacuum."



Check the distributor cap for cracked or burned, worn-out contacts. Then check the points gap (which varies from 15 to 25 thou, depending on make and model) every 1000 miles unless you know the points and cam lubrication are of decent quality, then you can leave it 3000 miles. Points and condenser should be changed at 6000 miles.

Better yet, try a contactless electronic ignition kit that can fit into your standard dizzy in minutes. The Pertronix Ignitor units work well in American classics and are available in 6v and positive earth formats too (Tel. 01276 65554 or see www.pertronix.com)



Fuel

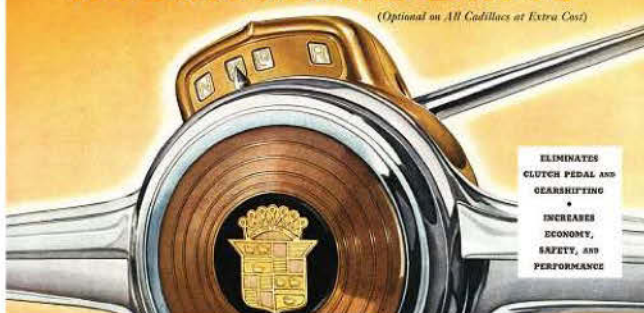
Don't fiddle with carburettor settings if the car runs well, but if you've detected a gradual drop in performance, irregular idling, starting, or economy, it's worth looking closer. Check that the automatic choke (common on postwar American classics up to the mid-Eighties) is working as it should: before you turn the key, press the throttle slowly to the floor and release it. This sets the choke plate almost closed and provides a preliminary squirt of fuel to aid starting when you do turn the key. Now keep your foot off the gas – no need to pump it – and start the engine. It should start almost instantly and idle quite fast, slowing to its normal idle speed as it heats up.

Check for smooth operation of the throttle spindles and for slack in the throttle linkage itself. Does flooring the accelerator actually give you full throttle? The linkage may have another role to play, as Richard Alder explains: "Kickdown failure is normally a result of a maladjusted cable. The TH400 is an exception as the kickdown is operated via a solenoid inside the sump pan; this solenoid is activated by a switch located on the carburettor or on the throttle pedal. On cable-operated GM transmissions we have sometimes found that the adjuster wears, which can cause the cable to de-adjust upon hard acceleration."

Now check the system upstream of the carb. John Simmons of American car specialists Complete Automotive Repair Service in East Sussex has up-to-date

Announcing the New Cadillac-Engineered
HYDRA-MATIC DRIVE

(Optional on All Cadillacs at Extra Cost)



Tyres and running gear:

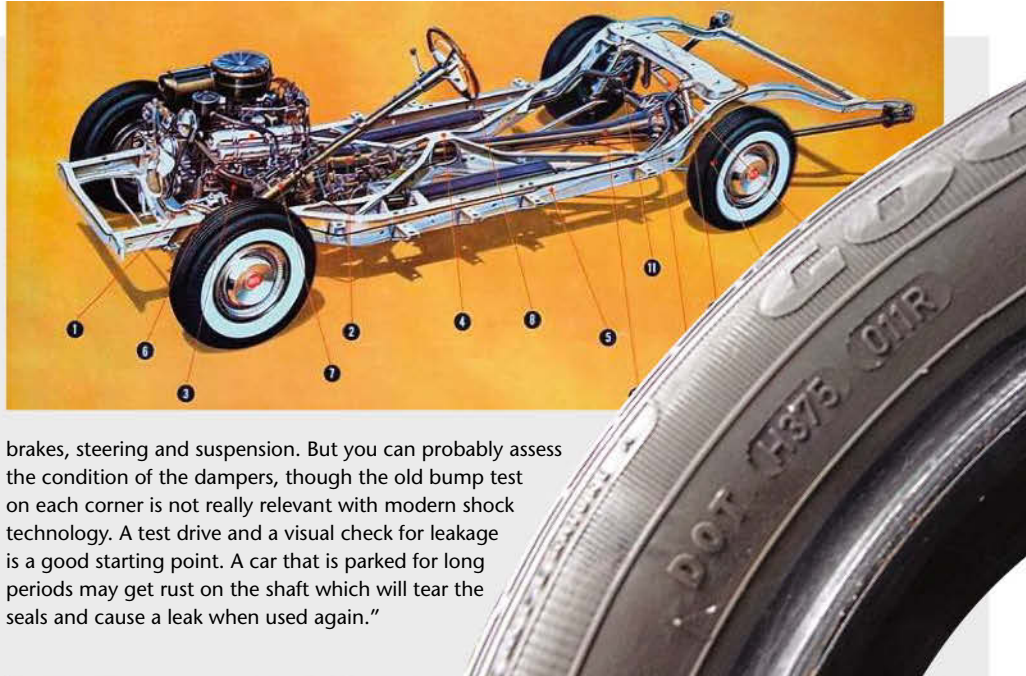
"All tyres from the Nineties should have a date code," says John Pettifor from North Hants Tyres. "1990-2000 has a triangle followed by four digits, so ▲2508 means the 25th week of 1998. A three-digit code pre-dates the Nineties."

A four-digit code since 2000 does without the triangle but the system is the same, so 0510 indicates the fifth week of 2010. The point is that many authorities recommend changing tyres regardless of condition if they're six years old or more. This is generally good practice, but garaged classics maintained with the right tyre pressures (and whitewalls can need more than the handbook specifies) can make tyres last longer, with regular checking – and this applies to the spare, too. John suggests some bullet points to get the most from your tyres:

- Check pressures regularly even if vehicle is not used
- Take weight off tyres if stored
- Keep out of sunlight/UV
- Check the tyre for bulges, cracks and perishing
- Prevention is better than cure

Ensure the size of both wheel and tyre suits the car too, or the way it drives can be badly affected. One little-known fact is that left-hand drive cars can need suspension and steering adjustments to drive properly on our side of the road – got any pull on the steering wheel? That could be why. Finally, check for any kind of uneven wear to the tread blocks; all can be signs of maladjusted steering or suspension.

Don't be tempted to sort this out in a have-a-go moment at home. John Simmons has seen some very dangerous repairs and urges amateur mechanics to hand over the spanners when working on these safety-critical areas: "I would never suggest someone without professional training and qualifications undertake work to



brakes, steering and suspension. But you can probably assess the condition of the dampers, though the old bump test on each corner is not really relevant with modern shock technology. A test drive and a visual check for leakage is a good starting point. A car that is parked for long periods may get rust on the shaft which will tear the seals and cause a leak when used again."



And finally...

Now you've done all that, keep the car clean and protected with good-quality wax or polish. If it's done properly it only needs applying a couple of times a year. As for the moving parts, the best way to maintain any old car's fitness is to use it. So get out there – it's what your car needs!

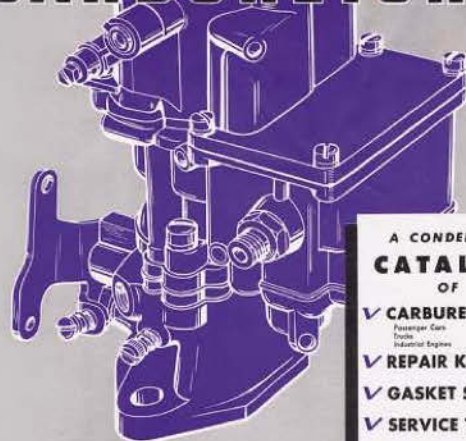
advice: "Ethanol in modern petrol holds moisture in the fuel system, which corrodes fuel tanks from the inside and causes poor running. A good-quality additive will reduce this and also prevents petrol going stale when the vehicle is parked for extended periods."

Fuel filters should be fitted and changed at regular intervals, but ensure you remove any small-diameter pieces in the inlet and outlet which could restrict fuel flow. Here's John again: "General indications of fuel problems are uneven running and 'flat spots'. This can be caused by air being drawn in around a worn throttle spindle or dirt in the carburettor itself."

If you're happy with a modest bit of home servicing, you can remove the carburettor and use an aerosol carb cleaner to blow through the orifices, but be aware that typical American carbs are complex, sensitive instruments. Professional rebuild costs vary but to get one done properly, try to find someone like John Simmons who will soda clean and/or ultrasonically clean the carb before reassembly.



STROMBERG CARBURETORS



A CONDENSED
CATALOG
OF

- ✓ CARBURETORS Page 3
- ✓ REPAIR KITS Page 14
- ✓ GASKET SETS Page 22
- ✓ SERVICE TOOLS Page 23



BENDIX PRODUCTS DIVISION • BENDIX AVIATION CORPORATION
Service Sales Department, South Bend 20, Indiana

FORM NO. 10-231 PRINTED JULY 1963

PRINTED IN U.S.A.

Christmas Gift Guide




1955 Lincoln Capri 4-dr Sedan
Colour: Taos Turquoise Approx Model Length: 125mm

THE BROOKLIN COLLECTION

- ORDER NOW FOR THE HOLIDAY SEASON
- CLASSIC AMERICAN
- LARGE SELECTION
- 1:43rd SCALE MODELS
- HAND BUILT
- WHITE METAL
- MADE IN ENGLAND

BROOKLIN MODELS LTD. mail@brooklinmodels.co.uk
TEL: 01225 332400 www.brooklinmodels.co.uk

WORLD WIDE WARR'S

OUR EASY TO USE WEBSITE HAS EVERYTHING HARLEY®, ONLINE

Perfect For Christmas Gift Ideas

WWW.WARRS.COM

WARR'S
Since 1924



www.kustomkulturedesign.co.uk




© COPYRIGHT KUSTOMKULTUREDESIGN.CO.UK 2012

Unique highly detailed Wall Art and a wide range of pinstripes and decals for classic and custom cars and motorcycles





www.kustomkulturedesign.co.uk • Discount code CA010
kustomkulturedesign@yahoo.co.uk • 07734 867939

American 50s and 60s vinyl jukeboxes
CD and vinyl reproduction jukeboxes

Call or visit our website for further details

Terry Lovell
Shop: 01277 363002 Mobile: 07802 343766
Website: www.jukeboxco.com Email: terry@jukeboxco.com
Unit NW2, Central House, High Street, Ongar, Essex CM5 9AA

The Jukebox Company



Great Gift Ideas for Xmas



Celebrated Grade Car Care Products





See more at:
www.shyauto.com

Season's Greetings from



Shy Auto Developments Limited, The Old Rectory Business Centre, Springhead Road, Northfleet, Kent, DA11 8HN t: 01474 771 800 e: sales@shyauto.com w: www.shyauto.com

CELEBRATING 50 YEARS OF MUSTANG



Call 07540 774593 / 01773 778331
Buy Online - www.road2racemodels.co.uk

1934 STUDEBAKER DICTATOR SIX DELUXE SALOON



Finished in bronze with gold trimmings, this imperious eighty year old rhd example has a fascinating life and wartime history and has covered 38,000 miles only from new. Mr S Godfrey, a dentist, bought this car new in Canada for himself and had it exported to his home in Guernsey.



However, due to being English, he was deported at the start of the war during the German occupation of the Channel Islands. In order to prevent the military requisitioning his beloved car, he removed and hid the starter motor. On his return five years later, amazingly, he found his motor car intact. The car resided in Guernsey for nearly forty years until current owner purchased it in 2006 when he repatriated the Studebaker to Canada while he worked there, before returning with his Studebaker to Guernsey, and thence to Dorset. This now presents a rare opportunity to purchase a true time-war example in running order, in a very original unmolested condition. The car will need light re-commissioning and some restoration work which could hugely increase the value of this wonderful Studebaker. Upon Mr Godfrey's return to Guernsey after the war, he stayed at the St Pierre Park Hotel in Guernsey where a suitcase containing the cars documents was delivered to him at the hotel. This suitcase is still with the car today and now contains all the history including a States of Guernsey registration continuation book, a local newspaper cutting featuring the car, a spares book, manuals, a handbook, invoices, correspondence and sundry paperwork.

Offers around £11,000

Please contact Gary on 07785500990

Keeping classics part of our future!



DAS

DOLPHIN AUTO SERVICES

At DAS, we specialise in classic American vehicles. Our servicing department has extensive knowledge and experience covering a wide variety of classic and modern cars. We carry out full and part restorations undertaken to customer's requirements and budgets, engine diagnostics and rebuilds, upgrades, pre MOT checks and MOT testing, SVA preparation and spares and accessories sourced and fitted.

**WE SERVICE, MOT & RESTORE ALL
MAKES & MODELS OF VEHICLES.**
Mot Testing Class I, II, IV & VII

735 Ampress Lane,
Ampress Park, Lymington,
Hampshire, SO41 8LW
www.dolphinautoservices.com



Tel: 01590 678222 info@dolphinautoservices.com

Only £4.95* each

Back Issues

Missing a back issue (or several)?
Fear not, we've got a few left,
but remember, when they're gone,
they're gone, so get your
order in soon!

Order today: www.classicmagazines.co.uk
or call: 01507 529529



Issue 260: 1970 Dodge Charger R/T ★ 1940 Plymouth ★ 1964 Chevrolet Chevelle ★ 1988 Dodge Panel Van ★ Dodge History ★ John Haynes Museum ★ 1988 Dodge Sweetside pick-up ★



Issue 261: 1954 Arikus Duntov EX87 roadster recreation ★ 1968 Chevrolet Corvette 427 ★ Corvette History ★ 1960 Ford Thunderbird ★ 1950 Chevrolet ★ Wheel Valeting ★



Issue 262: Letter Car History ★ 1958 Chrysler 300D ★ 1953 Pontiac Custom Catalina ★ 1971 Plymouth Road Runner ★ 1966 Ford Mustang ★ Mustang Shelby Super Snake ★



Issue 263: 1957 Chevrolet Bel Air ★ 1964 Cadillac ★ Corvette C7 ★ 2013 Chevy Camaro ★ 1935 & 1932 Ford V8 ★ 1968 Dodge Charger ★ 1952 Chevy Pick-up ★ Steering Wheel Swap



Issue 264: 1968 Dodge Charger ★ 1973 Buick Electra ★ 1965 Ford Mustang ★ 1959 Cadillac ★ 1970 Plymouth GTX ★ 1966 Pontiac Bonneville ★ John Price Interview



Issue 265: 1973 Dodge Challenger ★ 1967 Chevrolet Camaro RS/SS ★ Buick Riviera History ★ 1963 Buick Riviera ★ 1969 Buick Riviera ★ Linda Vaughan ★ 1965 DeSoto ★ 1957 Chrysler



Issue 266: 1964 Ford Thunderbird ★ Convertible buyer's guide ★ 1949 Cadillac duo ★ 1968 Chrysler 300 ★ 2013 Dodge Viper ★ 1968 Dodge Charger ★ Edsel Marquee history ★



Issue 267: 1969 Dodge Charger R/T SE ★ 1968 Dodge Polara ★ 1937 Ford Woody ★ 1957 Chevrolet Bel Air ★ 1963 Oldsmobile Dynamic 88 ★ Marque History: The Imperial Story ★ Snake vs Mongoose film ★ The Monkees ★ The Monkeemobile ★



Issue 268: 1932 Ford Deuce Coupe ★ 1951 Ford Custom ★ 1969 Chevrolet Chevelle SS ★ Vintage Auto Show glamour girls ★ Bob Bonduant ★ 1958 Buick Super ★ 1947 Hudson ★ The Eagles Story ★ Roush Mustang ★



Issue 269: 1958 Plymouth Fury 'Christine' ★ 1959 Dodge Coronet ★ 1962 Resto-mod Corvette ★ 1970 Dodge Coronet 440 R/T ★ Hollywood stars & Cadillacs ★ Oliver Gavin Interview ★ Corvettes at Le Mans ★ Drive-Buy 1969 Dodge Charger 440 ★



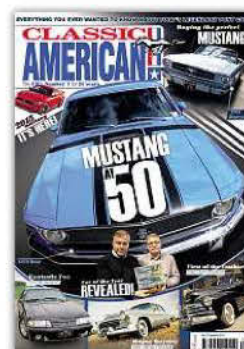
Issue 270: 2013 Corvette Z51 Stingray ★ 1969 Mustang & Mach 1 ★ 1958 Chevrolet Brookwood ★ 1963 Studebaker Avanti ★ 1973 Dodge Challenger ★ 1941 Buick Super 8 ★ Voltage Regulators ★



Issue 271: 1957 Chevrolet Bel Air ★ 1960 Pontiac Catalina ★ 1974 Ford Maverick ★ 1965 Dodge Coronet 500 ★ 1968 Chevrolet el Camino ★ Brooks Stevens Bio ★ The 'First' Mustang ever to be sold ★



Issue 272: ★ 1970 Chevrolet Monte Carlo ★ 1959 Cadillac ★ 1961 Ford Starliner ★ 1965 Olds Starfire ★ 2013 Chrysler 300 ★ Meteor Dry Lakes Roadster ★ Reupholstering ★ 1963 Ford Galaxie 500 ★ Bettina Scarlett ★



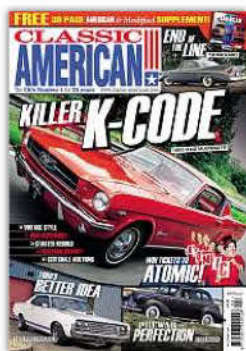
Issue 273: ★ Mustang History Part I. ★ 1965 Mustang Conv. ★ 1st Gen Mustang Buyers Guide ★ Gumball Rally ★ 1970 Mustang Boss 302 ★ 1991 Mustang GT ★ 1985 Mustang Pace Car ★ 1948 Chevrolet Fleetline ★ 1956 Chrysler Windsor ★ Bargain Fox Fords



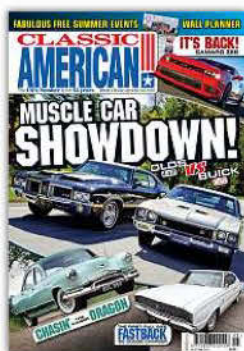
Issue 274: ★ Mustang History Part II ★ 1980 Buick Super ★ 1964 Ford Falcon ★ 1959 Chevrolet Impala ★ 1968 Pontiac Firebird ★ 1987 Chevrolet Caprice Wagon ★ Coolant & Anti-Freeze ★ 1954 GMC Pick-up ★



Issue 275: ★ 1946 & 47 Plymouth P15
★ 1956 Studebaker Golden Hawk ★
★ 1961 Ford F8 CoE truck ★ 1968
Chevrolet Corvette 427 ★ 1976 Lincoln
Mark V ★ NASH's Pontiac Catalina ★
U2 Chase Camaro ★ Mustang Hist III.



Issue 276: ★ 1939 Buick Special ★
★ 1958 Packard Series 58L ★ 1960
Oldsmobile Super 88 ★ 1965 Mustang
Fastback K-code ★ 1969 Ford Fairlane
★ Mustang History Part IV ★ Tech:
Starter Rebuild ★ Scottsdale Auctions



Issue 277: ★ Kaiser Dragon ★ 1965
Shelby Mustang Tribute ★ 1964
Cadillac DeVille Convertible ★
Corvette Driving Experience ★ 1968
GMC Pick-up ★ 1968 Dodge Charger
★ Olds 442 vs. Buick GS ★ Camaro Z28



Issue 278: ★ 1959 & 60 Buicks ★
★ 1960 Nash ★ 1970 Plymouth 'Cuda
★ 1968 FWD Oldsmobile 442 ★
★ Louman Museum, Holland ★
★ Mustang 1 concept ★ Tech: Mopar
VIN decoding



Issue 279: ★ 1933 Cadillac V16 Town
Sedan ★ 1956 Ford Thunderbird ★
★ 1961 Mercury Comet ★ 1966 Dodge
Coronet ★ Tech: GM VIN Decoding ★
★ 2008 Ford Mustang ★ Mopar collection
★ 1969 Ford Mustang Mach 1 ★



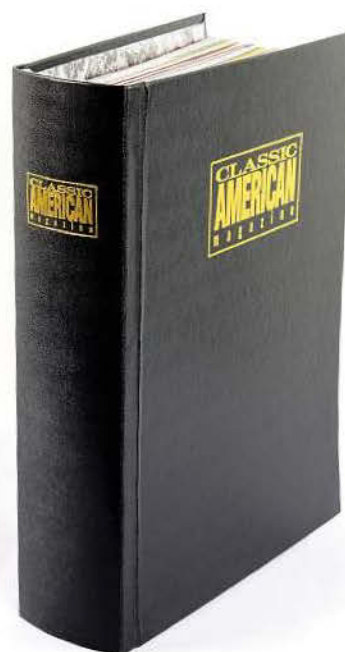
Issue 280: ★ 1969 Plymouth Hemi
Road Runner ★ 1955 Buick & 1965 Ford
Mustang ★ 1958 DeSoto Adventurer ★
★ 1971 Cadillac Coupe DeVille ★ 1949
Plymouth ★ Nash Healey ★ Kenny
Brack ★ 1967 Ford Galaxie ★



Issue 281: ★ American Dreamboats –
full-size 60s & 70s convertibles ★ 1959
Chevrolet Impala Wagon ★ De Lorenzo
Budd Corvette tribute ★ 1967
Chevrolet Camaro ★ 1971 Ford
Ranchero ★ Summer Show Coverage



Issue 282: ★ 1936 Ford Roadster
★ 1967 Plymouth Belvedere II ★
★ 1954 Buick Super ★ 1965
Mercury Park Lane ★ New Jeep
Cherokee ★ 1947 Ford F1 ★
★ Show Coverage ★



Binders

UK & ROI – £8.25 FREE P&P
EUROPE – £8.25 + £2 P&P
ROW – £8.25 + £3 P&P

*UK and ROI customers only.
For EU and ROW visit www.classicmagazines.co.uk

★ Photocopies of this form are acceptable



Back Issues Form

To order simply complete the form and return to the following address: CA Back Issues, Mortons Media Group Ltd, Freepost DC113, Horncastle, Lincolnshire LN9 6JR

Payer's details (must be completed)

Mr / Mrs / Miss / Ms (please delete)

Initials Surname

Address

Postcode

Telephone

Mobile

Email

Are you a subscriber? Yes: ☐ No: ☐

Delivery details (if different to above)

Mr / Mrs / Miss / Ms (please delete)

Initials Surname

Address

Postcode

Item(s) for purchase

I wish to order the following back issues (issue number(s)):
_____ at UK & ROI £4.95, EUR £6.65, ROW £7.95

I wish to order _____ binder(s) at UK & ROI £8.25
P&P is free for UK and ROI customers, for EU and ROW visit www.classicmagazines.co.uk

Payment method

1. ☐ I WISH TO PAY BY CREDIT/DEBIT CARD

Please debit my: ☐ Visa ☐ Mastercard ☐ Switch/Maestro

Card number:

Start date / / Expiry date / /

3 digit verification code Switch issue number

Signature Date

2. ☐ I WISH TO PAY BY CHEQUE

I enclose a cheque for £..... made payable to **Mortons Media Group**

Reference number (office use only)

Disclaimers: On occasion Mortons Media Group Ltd may decide to contact you by post/ phone regarding information relating to current offers of products or services (including discounted subscription offers) which we believe may be of interest to our readers. If you do not wish to receive such offers please tick this box ☐ On occasion Mortons Media Group Ltd may decide to email/fax you regarding information relating to current offers of products or services (including discounted subscription offers) which we believe may be of interest to our readers. If you wish to receive such offers, please tick this box ☐ On occasion Mortons Media Group Ltd may permit 3rd parties, that we deem to be reputable, to contact you by post/ phone/ fax/email regarding information relating to current offers of products or services which we believe may be of interest to our readers. If you wish to receive such offers please tick this box ☐

Classic American

Shop

Order Today

Complete: the form below **Visit:** www.classic-american.com **Call:** 01507 529529

White Cubic Inches

Sizes: M, L, XL
£12.50 UK & ROI



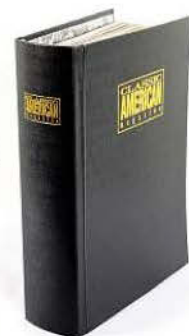
Black Stingray

Sizes: M, L, XL
£12.50 UK & ROI



Binders

£8.25 UK & ROI
for EU & ROW prices please
visit www.classic-american.com



Black Cadillac

Sizes: L, XL
£12.50 UK & ROI

White Charger

Sizes: L, XL
£12.50 UK & ROI

★ Photocopies of this form are acceptable - For EU & ROW prices please visit www.classic-american.com

CLASSIC
AMERICAN

Merchandise Form

To order simply complete the form and return to the following address: CA Merchandise, Mortons Media Group Ltd, Freepost DC113, Horncastle, Lincolnshire LN9 6JR

Payer's details (must be completed)

Mr / Mrs / Miss / Ms (please delete)

Initials Surname

Address

Postcode

Telephone

Mobile

Email

Are you a subscriber? Yes: ☐ No: ☐

Delivery details (if different to above)

Mr / Mrs / Miss / Ms (please delete)

Initials Surname

Address

Postcode

Item(s) for purchase

Black Cadillac T-shirt at £12.50 each Size: L ☐ XL ☐ Quantity: _____

White Charger T-shirt at £12.50 each Size: L ☐ XL ☐ Quantity: _____

Cubic Inches T-Shirt at £12.50 each Size: M ☐ L ☐ XL ☐ Quantity: _____

Black Stingray T-Shirt at £12.50 each Size: M ☐ L ☐ XL ☐ Quantity: _____

Classic American Magazine Binder at £8.25 each Quantity: _____

Payment method

1. ☐ I WISH TO PAY BY CREDIT/DEBIT CARD

Please debit my: ☐ Visa ☐ Mastercard ☐ Switch/Maestro

Card number:

Start date / / Expiry date / /

3 digit verification code

Switch issue number

Signature	Date
-----------	------

2. ☐ I WISH TO PAY BY CHEQUE

I enclose a cheque for £ _____ made payable to Mortons Media Group
Reference number (office use only)

Disclaimers: On occasion Mortons Media Group Ltd may decide to contact you by post/ phone regarding information relating to current offers of products or services (including discounted subscription offers) which we believe may be of interest to our readers. If you do not wish to receive such offers please tick this box ☐ On occasion Mortons Media Group Ltd may decide to email/fax you regarding information relating to current offers of products or services (including discounted subscription offers) which we believe may be of interest to our readers. If you wish to receive such offers, please tick this box ☐ On occasion Mortons Media Group Ltd may permit 3rd parties, that we deem to be reputable, to contact you by post/ phone/ fax/email regarding information relating to current offers of products or services which we believe may be of interest to our readers. If you wish to receive such offers please tick this box ☐

David Johnson Partnership

BUY BETTER FOR LESS

14 Reg Chevrolet Camaro LT



RS package, 3.6 V6 Auto, 323 bhp, ABS, traction control, power windows, doorlocks, mirrors, media centre, air con, cruise control, delivery miles only.
FABULOUS LOOKS & SPECIFICATION
\$26,950

New 64 Reg Ford Mustang Coupe



3.7 V6 Auto, 305 bhp, Red Candy with black leather heated seats, 18" alloys, shaker stereo, MP3, cruise control, air con, power windows, doorlocks, mirrors, seats, 4 air bags, ABS, traction and stability control, reverse sensors etc.
BEAUTIFUL CAR
& JUST \$26,500 on the road

New 64 Reg Dodge Challenger SXT



Rallye Redline Edition, 3.6 V6 Auto, 305 bhp, EU/UK navigation, 20" black chrome wheels, power heated seats, ABS, traction control, trip computer etc... Choice of white, silver or black with black or red leather.
FABULOUS SPEC & GREAT VALUE AT
\$28,750

64 Reg 2013 model Ford Mustang Coupe



3.7 V6 Auto, Mustang Club of America limited edition. Black saddle leather power heated seats, 19" alloy wheels, power windows, mirrors, doorlocks, remote lock, cruise, air con, etc... Delivery miles only, 305 bhp.
SUPERB PERFORMANCE
FOR JUST \$26,750 on the road

2014 Ford Focus 1.6 Petrol



Manual, right hand drive, navigator, power windows, remote locks, mirrors, alloy wheels etc... 12 miles only, cancelled order, choice of 4
ONE OFF OPPORTUNITY TO BUY
AT \$9,975 drive away

New 64 Reg Dodge Ram crew cab



3.6 V6, 305 bhp, 8 speed shiftable Auto, petrol, big horn edition, deep cherry red metallic, grey interior, tow package, 20" chrome wheels, leather steering wheel, air con, cruise, ABS, gauge cluster, power windows, doorlocks, remote locks, power drivers seats, power heated mirrors, Tonneau cover, bedline, stainless steel steps, chrome bumpers. 25 mpg HWY.
NO NEED TO GAS THIS ONE \$29,650 +VAT

0161 747 8749 Mob: 07415 883843
www.DavidJohnsonPartnership.com

Rock n Roll Motors

REPAIR AND RESTORATION WORK
TO '50S CHEVY TRUCKS A SPECIALITY.



1957
Chevrolet
210 Sedan
project,
UK reg
£7500



1957
Chevrolet
stepside pickup
V8, project,
fresh import,
UK fees paid
£6500



1958 GMC
Fleetside
pickup, V8
manual,
needs work,
UK reg
£7250



1969 Ford
Ranchero GT
V8 auto,
MOT and
UK reg, ready
to drive away
£9995



1977 Ford
Ranchero
V8 auto,
MOT and UK
reg, ready to
drive away
£6995



1978
Corvette
V8 auto,
MOT and UK
reg, ready to
drive away
£9995

Other rare pick-ups, panel vans, various makes, models and conditions available, call for more details

Contact details: Tel: Jim 07593187939
or 01506 822878 • Graham 07908189336

Rock 'n' Roll Motors, Shed 5, Old Dock,
North Shore Road, Grangemouth

www.rocknrollmotors.co.uk



Need a Shipping Quote?

01908 887 917



UK's leading full service importer

INSTANT quotes online

Try our unique car shipping portal | www.shipmycar.co.uk

Get a breakdown of all shipping, testing, registration, duty and taxes

Richard Coney

Scale
autos

Continuing our glance into the amazing world of American cars in miniature, *Classic American* turns the clock back to happy days long gone...



From Humble beginnings... 1953 Corvette Roadster

Considering its inauspicious introduction in 1953, I wonder whether the then head of General Motors, Harley Earl ever envisaged how successful the Corvette would become and how many generations would evolve over the following 60 years? Based on a GM Motorama concept vehicle, only 300 Corvettes were sold in its first year of production, virtually handmade and all painted white with red interiors and black tops.

Despite their underwhelming start, the marque has been wildly successful, though looking back, even the first generation cars were stylish and sporty, if a little crude in reality. Revell Europe is re-releasing the elderly, but nonetheless perfectly acceptable, 1:24 scale '53 Corvette, first marketed as a Monogram kit many years ago.

It consists of 92 parts, has a detailed engine, including both '53 and '54 intakes for the Blue Flame Six and can be built with the convertible top up or down. The instructions are good, both naming and numbering each component. The artwork is clear and assembly appears simple. The kit retails at £19.99, but as always, shop around for a bargain. For more details visit [@RevellGermany](http://www.revell.de/en) or [facebook.com/revell](https://www.facebook.com/revell)



1930 Duesenberg Model J Derham-bodied 'Tourster'

Not all cars were created equal and it's the same situation with models. Take this stunning 1:43 scale 1930 Duesenberg Model J Tourster Derham from Neo. This Gordon M Buehrig designed body was exclusive to say the least, with wealthy buyers including the actor Gary Cooper. Only some four to six Toursters were built by coachbuilder Derham and when examples do occasionally come up for sale, they change hands for millions of dollars.

This superb miniature clearly does justice to one of the world's most desirable cars and while limited edition resin models are themselves rarely budget-priced, it's a heck of a lot less than the prototype on which it's based. The black paint is flawless, with a deep shine. The contrasting tan interior has many tiny details in etched metal including a multi-dialled dashboard, window cranks, steering wheel and two screens. Each of these has an etched metal surround.



Returning outside, the passenger side exposed exhausts are presumably tiny springs, but they look superb, as do the incredible etched metal spokes on the wheels. The characteristic Duesenberg grille has a black wash to accentuate the texture and is topped with a minute metal bonnet emblem.

The detailed tread on the tyres is incredible. You could base a complete article on just this model. Suffice to say, this is one of the best models I have seen of a Duesenberg, in any scale. It might not be cheap at around £70, but in my humble opinion, it's worth every penny.

Riviera boat tail – sporting luxury to excess

You would be forgiven for not being familiar with TrueScale Miniatures, based in Hong Kong, which in recent years has produced a range of high quality model cars in various scales. Its stated aim is to provide centrepiece models rather than mass-produced cheapies that sometimes only barely cross the divide between models and toys. The 1971 Buick 'boat-tail' Riviera is a good example. First a little history.

The boat-tail Riv' debuted in 1971 and received a mixed reception, both when introduced and to this day. Riviervas had always been relatively large, powerful, cars, with luxurious accoutrements, but the decision to base the early Seventies incarnation of the marque on the B-body, rather than the smaller A-body, created a vast sports coupe.

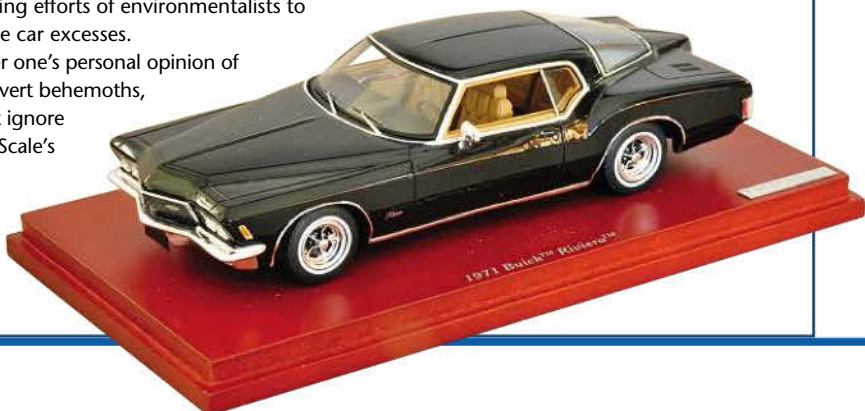
This has been described as having the design of a speedboat and the width of a tugboat. Forty years on, those who collect and restore boat-tail Rivs are passionate about their style, their size and their performance, despite the increasing efforts of environmentalists to curb muscle car excesses.

Whatever one's personal opinion of these extrovert behemoths, you cannot ignore them. TrueScale's

1:43 scale replica is, as far as I can determine, of multi-media construction, consisting of a cast resin body, with chromed plastic details, etched metal trim and vinyl tyres.

The moulding and general finish are very good, with crisp lines which showcase the aggressive sculptured sides of the prototype. The detailing is excellent, considering the diminutive size of the model. There is plenty of polished trim and the etched metal wipers are in scale. The tan interior contrasts well with the black paint on this example, though other colour combinations are available.

The windows, including the trademark wraparound rear glass, are clear. The sturdy plinth also appears to be resin, or maybe MDF, but nevertheless replicates polished wood. TSM has succeeded in creating an instantly recognisable model of a controversial and iconic vehicle. Prices seem to vary depending on source, but expect to pay a not unreasonable £70 or thereabouts.





Alexander Autos

Scotland's No.1
for American
Cars & Parts

Extensive stock of American car parts from
vintage to late models

■ LARGE SELECTION ■ TRUCK ACCESSORIES



Lincoln Continental Mk4

Silver Series 1973 7.5 V8 auto,
silver with silver leather seats,
sunroof, genuine 24,000 miles,
totally immaculate throughout
£13,995



Chrysler 300

1963 383 V8 engine auto,
red with cream leather trim,
great condition,
looks and drives very well
£7,495



1989 Cadillac Coupe Deville

Black with black leather, 4.5 digital
fuel injection, new white wall tyres,
loads of extras including a very rare
record player and 8 track player.
Looks and drives very well
£3,995



1976 Cadillac Eldorado Convertible

72,276 Miles, beige colour,
2 Doors, automatic, 8.2 v8, Cruise
Control, Air Con.,
Power Steering, Power Brakes,
Power Windows
£10,995



1970 Cadillac Eldorado

2 Doors, automatic, 8.2 V8 Cadillac
Eldorado recently professionally
re-sprayed in lanai green metallic
brand new black vinyl roof full
engine rebuild in June 2012. Original
owners manual and brochures
£10,995



Isuzu Rodeo Denver

2005
4 door
Pick-up truck, 3.0 litre,
turbo diesel
£3,495

**FOR A FRIENDLY & PROFESSIONAL
SERVICE CALL BILLY**

TRADE-INS WELCOME

OPEN: MONDAY - FRIDAY 8.30am-5.30pm. SAT. 9am-1pm

**PHONE FOR DETAILS
MASSIVE DISCOUNTS AVAILABLE!**

Tel: 0141 561 5432

Mobile: 07801 694854

Eve: 0141 429 6416

Fax: 0141 561 5437

www.alexanderautos.co.uk

41 Paisley Road Renfrew PA4 8LG



American car insurance

Specialist American car
insurance for enthusiasts
by experts.

At A-Plan our dedicated
team will make sure that
you get the right insurance
at the right price.

All modifications considered
Limited mileage discount
Club member discounts
Agreed value & more



Call the team today on

01635 874646

www.aplanspecialist.co.uk

Authorised and regulated by the Financial Conduct Authority.

American Insurance

"We Love Modified!"

We are able to offer discounts for a variety of situations

- ✓ Members of Approved Clubs
- ✓ Insured Only Driving
- ✓ Restricted Mileage
- ✓ Up to 9 years No Claims Discount
- ✓ Second Cars
- ✓ Up to 60% Introductory Discount

**Let us help you lower your costs
so that you can enjoy your motoring**

**Call us on 01395 255100 or
visit our website at www.graham-sykes.co.uk**

Graham Sykes Limited is Authorised and Regulated by The Financial Conduct Authority.
Calls may be monitored or recorded to help improve our service.



Motor Wheel Service

Renowned worldwide for the manufacture and restoration of vintage & classic car wheels



Located near London Heathrow Airport
info@mwsint.com

United Kingdom
01753 549360

www.mwsint.com

Worldwide
+44 (0) 1753 598382

OUTER PANELS

P R O J E C T P O N Y



Supports under the spring at the axle attaching points to ensure normal loading of bodyshell.

After stripping our project Mustang, the next task had been tackling the welding and fabricating panels for the floors and other inner areas. Now it's time to turn our attention to the Mustang's outer panels...

With the main body structure now back to its original strength, possibly even stronger with those slightly thicker side chassis members, it's time to remove the top bracing that was fitted between the windscreen and rear quarters.

The rear springs are temporarily fitted so the body is supported at the rear axle location. The same applies to the front, this ensures that the shell is in its natural loaded position, so there's no change in the door and panel gaps when the car is on its wheels.

This is very important as convertibles obviously are not as rigid as cars with a hardtop roof. Starting on the rear outer and inner wings, as with any welding, it's always wise to constantly

check the alignment of the door and wing gaps as the work progresses.

If you are going to fit new panels, as is the case with many early Mustang restorations, it may well be best to start with replacing the rear wings. However we are not going that route here, rather we're leaving the doors, front wings and boot lid in place so the gaps are easily checked. The outer arch is the first piece to be shaped, so a pattern using card is cut and this profile is transferred on to 20 gauge sheet.

This car does have both its original rear wings and most of the arch is intact on the right side. Curiously the profile is different to that on the repro panels, so it was decided to go with this original profile, which has a curve similar to the

front arches. In order to shape the metal we used a hardwood log with suitable curves cut into the end grain and after beating the arch profile used a home-made English wheel, made from some old cast iron trolley jack wheels and other stuff in the workshop. It does a great job of smoothing out hammer marks and enables compound curves in metal to be formed.

With the arch formed, then it's the slightly unnerving task of cutting away the old metal; here we allowed for a 'joddled' joint, with about 6mm of excess metal. The Joddler puts a step down in the metal, so the new piece is then flush on top; it's a bit slow but it does make for a neat job. A similar procedure is applied to the remainder of the wing. >>



Wheel arch formed in three sections; note paint still on; helps visual check on overall shape.

Easier to make new sections from original body shape, never cut away metal first.



Shaping new metal, the tucks are hammered out when heated to shrink the metal.

The area between the arch and the rear bumper also requires compound curves; fortunately there is most of the old metal still in place, so it's straightforward enough to form the shape using the car as a profile guide. Profile gauges are useful for this sort of thing, ours came from a low cost supermarket that has tools occasionally. Where there is a flat area of a panel such as the lower section between the door and wheel arch we use slightly thicker 18 gauge steel to minimise distortion from welding.

When welding the new panel, it's preferable to tack it in place, so that any misalignment can easily be corrected; it's best to use a power drill with a wire brush to brighten the metal as this improves the weld. Having previously sourced a pair of very used Ford front wings, keeping to my remit here of not using reproduction outer panels, the old paint and filler is sanded off down to bare metal.



Rear inner arch formed with English wheel

Antique (probably!) bending rolls handy for forming straight and tapered curves.



Makeshift English wheel, does a surprisingly good job of compound curves.



Start of front wing remetalting, accurate cutting required as weld joints are butted.

Top section tack welded in place.

Second section formed; door edge due for marking prior to bending.

New metal in place, this requires folding to a previously scribed line.

Sharpened bolster chisel handy for folding edge of panels over.

Tack welded in place this section will have one further piece below to form complete edge.

Next month
Door Repair, bumper fit,
and emblem fitting!

On the right-hand side, new metal has to be formed from the top edge to the bottom sill flange, adjacent to the front edge of the door; this is done in several sections. Here one can form the door gap accurately by marking it off the door. The folded edge is bent initially with a curved piece of metal to keep the correct shape. Just how many times those wings were removed and refitted we dread to think.

Final seam welding is done in sections to avoid too much heat build-up and distortion. We did make a small modification here by adding an extra fixing to the bottom edge of the wing just behind the wheel, which now with two bolts at this bottom edge will hold it securely and this allows for accurate alignment with both the door and sill. Sometimes subtle mods like this can help to make a big difference to the end result. ★

SELF REPAIR OPTIONS

BREAKDOWN COVER

SALVAGE RETENTION

AGREED VALUES

LAID-UP COVER

Classic American Car Insurance

Brentacre is a family run broker with 30 years experiencing in sourcing the best specialist policies for Classic cars, Hot Rods, Custom cars, American Imports and more, and is trusted by American Car enthusiasts across the UK.

Specialist policies allow admin-free modifications, salvage retention with extra discounts applied for limited mileage or laid-up only cover which can be upgraded during the policy for shows or summer Sunday afternoon drives. Further discounts available for car club members.

Is your renewal due? Or is your pride and joy currently resting in a garage without cover? Give us a call on 01923 650 933 or visit our website at www.brentacre.co.uk

Paul Bussey

Drive
buy

David Boatwright Partnership

AmericanVehicleParts.co.uk

2004
CHEVROLET
SSR

Vendor: David Boatwright Partnership,
Sherrod House, Chillford Court
01371 552399
Website: www.boatwright.co.uk
Price: £24,995

This Chevrolet SSR is one of those kinda quirky vehicles that could very easily be described as a 'Marmite car'; you either love or hate it!

With its slightly nose down purposeful stance, from some angles, especially with the roof in the raised position, it definitely takes on a hot rod guise, and with the roof down, it's darn different to virtually anything else on the road.

This particular example comes with some very desirable add-ons, like the 22-inch EVO Weld forged alloy wheels; but best of all is the Magna Charger supercharger that makes this already fast truck go even quicker.

This SSR is maybe 10 years old, but after giving it the once-over, its condition is more like a three-year-old, clearly having been exceptionally well looked after. It's believed that it left the factory with metallic purple paintwork, and the silver bonnet and roof have been added at a later date, with the two colours gelling really well together.

There's a complete absence of any stone chips or blemishes anywhere, other than the odd infinitesimal mark. One of the reasons is that it has covered a mere 13,556 of what looks like very carefully driven miles with three owners, one in Malibu, California, the next in Nevada, and the third in Ireland. The engine bay is as squeaky clean as they come, with the top of the supercharger having a shiny polished finish.

The cosy cab is luxuriously trimmed throughout in black leather, with the seats remaining unmarked. There's a full complement of bells and whistles including electric windows, cruise control and so on. Interestingly, there's no gear selection indicator at the base of the shifter, it's visible via a LCD on the dashboard.

When getting into the truck, its rather dark, sombre ambience did feel initially a tad claustrophobic with its small, deeply raked windscreen and black headlining; but once you start driving, the fun begins, as all that's on your mind is the rapid, effortless performance.

The Mad Max whine of the Magna Charger supercharger is thrilling to hear, even when you're not pushing hard on the accelerator pedal. The instant whoosh of power is very intoxicating and is what driving this truck is >>

SPECIFICATION

Stock Engine Power claims with Magna Charger Supercharger increased by around 120bhp and 120lb-ft torque
Engine: 5.3 litre 325cu in V8
Power: 300bhp@5200rpm
Torque: 331lb-ft@4000rpm
Gearbox: Four-speed automatic
MOT: 12 months
Road Tax: 12 months
Mileage: 13,556

22-inch forged alloy wheels.





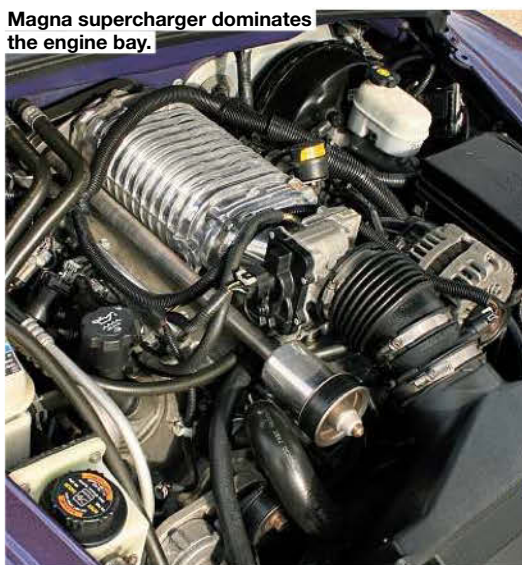
Unmarked leather seats.

all about; its indecently quick acceleration leaving most other road users in your wake.

The driving position is fairly high, so you have a commanding view of the road ahead. We did detect a very slight vibration through the tactile chunky steering wheel, thought to be nothing more than maybe needing more air in a tyre, or at worst a wheel imbalance. With 22-inch rims and Pirelli Scorpion 265-35/ZR22 and 305-35/ZR22 rubber band tyres, coupled with Bilstein telescopic dampers, the ride is always going to be reasonably firm, but it didn't feel harsh, indeed the truck felt extremely solid and surefooted.

With the hardtop in the lowered position, taking around 25 seconds from start to finish, and the windows wound up, wind buffeting is kept at bay. The pick-up bed is beautifully carpeted throughout with varnished wooden runners on the floor, and looks like new. There's never been any bricks or bags of cement aboard this truck. ★

Magna supercharger dominates the engine bay.



Good points

The overwhelming plus point is just how incredibly clean and tidy it is, with virtually unmarked bodywork that's remarkable for a 10-year-old truck. The supercharger has to be a 'must have' bolt-on goody, the instant power surge performance will excite most petrol heads. The exhaust system is stainless steel and the alloy wheels are excellent quality.

The fact that the roof retracts, making the SSR into a convertible, is a fantastic idea, and with so much space in the pick-up bed, who wouldn't prefer it to a two-seater sports car with less stowage, though clearly handling will be different. The interior is as comfortable as a luxury saloon.

Bad points

Unfortunately there's absolutely no previous history at all, no servicing details or anything; though to be fair there will not have been a great deal of maintenance required at 13,556 miles anyway, and CarFax/HPI checks are all okay.

You only have to look around the truck to know it has been very well looked after. There are some very slight scuffs on the rims of the alloy wheels, but nothing to warrant any remedial attention. With the driving performance fun factor, it's going to be rather difficult to keep the mileage low; you'll want to drive this SSR as often as you can.

Silver over purple paint job.



HUMMER



American Vehicle Service Centre

- Servicing • Exhausts • Tyres • Brakes • Clutches
- Shock Absorbers • Batteries • Courtesy Cars Available
- Performance Upgrades • M.O.T While You Wait • Air Conditioning



ATLANTIC AUTOS

Email: info@atlanticautos.com

Website: www.atlanticautos.com

10-12 Darlington Close, Sunderland Road,
Sandy, Bedfordshire SG19 1RW

Telephone: 01767 68 08 68

Open: Mon to Fri 8.00-5.30 Sat 8.00-12.30



1968 Chevrolet Camaro SS 350 Auto Convertible
No expense spared restoration, drives like new and sounds amazing, just arrived from Arizona **£51990**



1966 Ford Mustang V8 Fastback (GT options)
One of the last first generation V8 fastbacks, Auto, Power steering, discs, from Arizona **£32990**



1965 Ford Mustang 298 V8 Auto Convertible
Last owner had this car for 26 years, medal winner, fitted with Power Hood & PAS, from Arizona **£32990**



1967 Pontiac Firebird 326 V8 Convertible
Getting rare in the US, only 40,357 miles from new 3 speed manual, with PAS, from Arizona **£34990**



1968 Volvo P1800 S
High quality restoration by the previous owner, Air Con & Overdrive, just arrived from Arizona **£18990**



1973 Ford Mustang 302 V8 Convertible
High spec, 29,000 miles, Auto, Power hood & steering. One family owner from new, from Arizona **£29990**

FULL HD VIDEO OF EVERY CAR ON OUR WEBSITE



BRIGHTON CLASSICS.co.uk



+44(0)7860 877418 f [fb.com/brightonclassiccars](https://www.facebook.com/brightonclassiccars)

DOES YOUR CAR NEED SERVICING??

CALL US FIRST FOR A QUOTE!



ACDelco®

**HUGE STOCKS
OF PARTS AVAILABLE
FOR IMMEDIATE
DELIVERY WORLDWIDE**



**Specialists in
Servicing &
Repairing all
American Vehicles**

★ Brakes ★ Electrical ★ Suspension ★ Steering

OCW

Tel +44 (0)20 8810 4595 Fax +44 (0)20 8810 4745

Email: ocwparts@aol.com

Unit 14, 19 Wadsworth Road, Perivale, Middlesex UB6 7LF



REAR ENDS Our Speciality

- Experts in American axles:
Ford, GM, Mopar
- Diff Setups
- Custom halfshafts
- Gearsets, bearing kits,
yokes, housings all in stock
- H/D Propshaft Manufacturers

Strange

Motive Gear

MOSER

HAUSER
Racing

info@hauserracing.com

tel: 01933 682500 • www.hauserracing.com

101A, Irthlingborough Road, Finedon, Northants, NN9 5EJ

FOR SALE

U.S. COP CARS

2010 P71/CVPI Crown Victoria
Black and White in Las Vegas PD livery, MOT April 2015. Tax Nov 2014 Superb example of an iconic genuine U.S. cop car. **£13,500**



2009 P71/CVPI Crown Victoria
White in NYPD livery, MOT Dec. 2014, Tax Nov 2014. A fantastic looking fully functional NYPD P71 Cruiser. **£12,500**



Loads of extras if required, ask for details, viewing strictly by appointment, Greater Manchester

www.911event-response.co.uk | info@911event-response.co.uk
call: Duncan on 07918 162 316 for more info or to arrange a viewing

SERVICEMYIMPORT

Modern and classic cars
Import Servicing
Maintenance
Upgrades
IVA/MOT Conversions

Milton Keynes based
t: 01908 410 970
www.servicemyimport.com



CASTLE

Autos & Recovery Ltd.
Previously V8 Automotive

**You break 'EM...
...We fix 'EM**

- American Car Specialists •
- Service and Repairs •
- Custom Paintwork •
- Welding/Fabrication •
- Airbrushing •




BASED IN GRAVESEND, KENT
01474 335151 info@castleautos.co.uk

American Auto Services

ENGINE REPAIR BODY / PAINT TIRE FITTING

**SERVICING AND REPAIRS / BODY REPAIRS / IVA
TYRE FITTING / AIR CONDITIONING / PARTS SERVICE**

For friendly help and advice call or email us:
020 8754 1160 / 07971 609828
Email: info@americanautoservices.co.uk
VISIT OUR NEW WEBSITE:
www.americanautoservices.co.uk



Car Covers

from Cover Systems (ca)
www.cover-systems.co.uk/ca
PROTECT YOUR INVESTMENT

► **PRICE EXAMPLES BELOW - please phone for the price of a cover for your car**

	In-Garage	Outdoor
Corvette C4	£96	£151
New Yorker	£102	£165
Mustang Mk3	£96	£151
Thunderbird	£100	£158
Olds Delta	£106	£251
Firebird	£98	£154

► All prices include: VAT, FREE DELIVERY and HOLDALL
► We cover cars from 8' - 30' - all shapes, all sizes

01933 410851
Mon-Fri 9-5.30, Sat 9-12.30
Rushden NN10 0YD

Safeguard **In-Garage** silky, soft nylon textile
► Breathable
► Dust-proofed
► Easily washed
► Elasticated both ends

Safeguard **Outdoor** polyester woven textile with anti-UV treatment
► 90% Waterproof (99% with optional Under-Cover)
► Breathable, Lightweight & Smooth
► Elasticated Hem, Protected door zips & Under body straps





DVS
TRUCK AND EQUIPMENT
RENTALS-SALES

dvstrucksandequipment.com
Email: dvsales@verizon.net
Call **570-459-2889**

1992 Chevy Corvette Conv white
w/white leather, blue top, 350, auto, 55,000 miles, chrome ZR1 wheels, new tyres, luggage rack.....\$12000

1973 Lincoln Mark IV 460 V8 Auto
46,000 original miles, all original paint, 2nd owner, garage kept, brown w/brown int. wht top loaded with options.....\$9500




American & Classic Car Insurance

Specialists Insurance Services Ltd

Club member discounts - Low mileage discounts
Everyday use vehicles - Agreed value for older classics



Specialising in American Vehicle Insurance for over 30 years
01438 313251

Rustys Speed Shop

AMERICAN VEHICLE PARTS AND LITERATURE

NEW STOCK IN FROM THE USA!!
SOLO SPEEDSHOP T-SHIRTS & REVELL/ MONOGRAM KITS

01305 824048, Rustyspeedshop@aol.com
WWW.RUSTYSPEEDSHOP.COM




Will Shiers' DISCOVERIES

Our intrepid salvage yard explorer brings you junk yard jewels from across North America!

Words & Photography: Will Shiers

This 1976 Chevrolet El Camino, which apparently still runs well, could be yours for the bargain price of \$2495. It appears to be a range-topping Classic model, which sported the same stacked quad headlamps as other high-end GM cars. The truck is one of several thousand residents of CTC Auto Ranch of Denton, Texas.



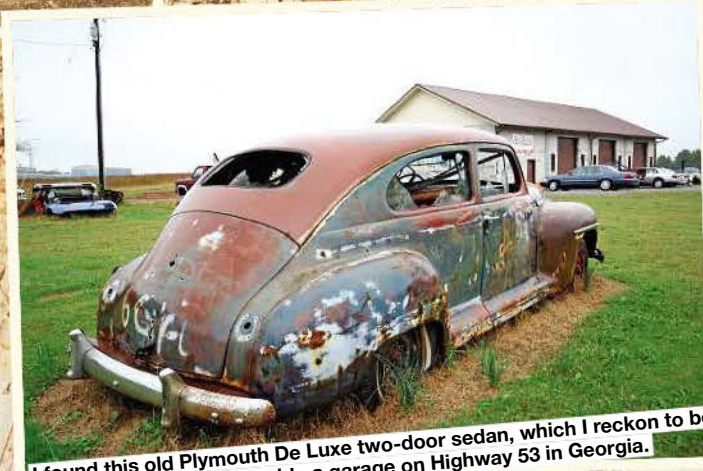
The biggest claim to fame of Frederick, Oklahoma, is that President Theodore Roosevelt stopped by in 1905 while he was on a wolf hunt. But other than that useless fact, and this ancient unloved Cadillac, the place doesn't have a whole lot going for it. A quick count of the six horizontal bars on the grille identifies the car as a 1946 model.



Postwar Cadillacs were selling like hot cakes, with demand easily outstripping supply, meaning GM was under little pressure to make any major changes to the car. As a consequence, the most notable difference between the 1946 Cadillac in the previous photo and this 1947 model is one less bar on the grille. The four-door sedan, one of 25,834 built, is sitting in a garden just a mile or so from Denver International Airport.



Salvage yards that specialise in older cars are finding it increasingly difficult to locate fresh stock, and often have to travel long distances to collect the vehicles. This 1948 Chevy Fleetline Custom two-door sedan is a prime example, as the owner of the Colorado-based yard who bought it had to make a 300 mile round trip.



I found this old Plymouth De Luxe two-door sedan, which I reckon to be a 1946 model, sitting outside a garage on Highway 53 in Georgia.



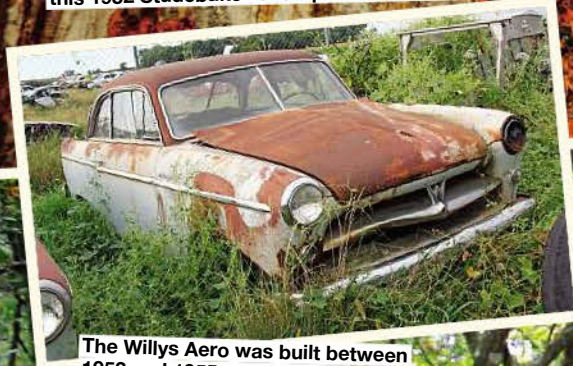
And here is another resident of the same garage, an ultra rare and highly desirable 1956 or '57 Continental Mark II two-door hardtop. The Mark II, which at the time cost the same as a Rolls-Royce or two Cadillacs, was one of the more elegant flops in automotive history. There's no doubting that it was an extremely attractive car, but at \$10,000, demand was never going to be massive. During its two year production run it found just 3000 buyers, but they did include Elvis Presley, Frank Sinatra and Elizabeth Taylor.



It's rare to encounter any hostility when I'm photographing old cars, but that's exactly what happened when I walked into this South Dakota yard. As I entered the office the yard owner (whose teeth you could count on one finger) took one look at the camera around my neck and threw me off the premises. "You ain't taking any photos in here," he shouted. Fortunately this 1952 Studebaker Champion was outside the perimeter fence!



Over the years we have featured close to 10 different Metropolitans on the Discoveries page, but to my knowledge this is the first Hudson-badged example. The British-built car was first sold as a Hudson when Nash and Hudson merged in 1954 to form AMC. It is one of a handful of similarly aged unloved classics in a south east Arizona yard I stumbled upon.



The 1940 Lincoln Zephyr was nicknamed the 'Style Leader' by its maker on account of the "new size, power and beauty it brings to its field". The Lincoln-Zephyr marque, which existed between 1936 and 1940, was a budget-priced car in the luxury Lincoln line-up. It served a similar purpose to Cadillac's smaller LaSalle range.



The Willys Aero was built between 1952 and 1955, and the split windscreen on this South Dakota example identifies it as an early one.



While the feathered Lark is perfectly at home in trees, this 1960 Studebaker version appears to be somewhat out of its comfort zone.

Oldcott Motors

AMERICAN CAR SPECIALISTS

We are a small family business trading in American Vehicles since 1958. We have our own fully equipped service bay and all our vehicles come fully inspected and serviced. Upon the purchase of your American vehicle we offer an extensive spare parts and servicing facility. We have a wide selection of American cars for breaking.



**2013 CHEVROLET CAMARO
6.2 LITRE SS V8 AUTO**

Only 200 delivery miles, red with black leather, finance available

£33,995



2014 FORD MUSTANG

3.7 litre V6 Premium automatic
1,400 miles, as new condition

£24,500



**2005 DODGE RAM VIPER TRUCK
8.3 LITRE V10 MANUAL**

25,000 miles, yellow with leather interior

£24,000



2009 DODGE RAM LARAMIE

5.7 litre Hemi 4x4 quad cab
44,000 miles, 1 owner from new with service history

£21,500 NO VAT



2011 FORD MUSTANG

5.0 litre GT manual 60,000 miles
full service history, 1 owner from new

£19,995



1977 CHEVROLET CORVETTE

5.7 litre automatic, only 5,000 miles
from new, original throughout

£18,500



**1976 CHEVROLET MONTE CARLO
LANDAU**

5.0 litre V8 auto, only 8,500 miles from new

£13,500



1977 CHEVROLET CAPRICE

5.0 litre auto only 10,000 miles from new

£12,995



2003 FORD LIGHTNING

5.4 litre supercharged automatic
60,000 miles with service history

£11,995



1971 FORD RANGER PICK UP

5.9 litre automatic, 36,000 miles, two owners from new

£10,995



2004 FORD MUSTANG

3.9 litre v6 auto, 52,000 miles

£5,995



1995 CHEVROLET CORVETTE

5.7 litre LT1 auto

£5,995



**1999 GMC SIERRA
STEPSIDE PICKUP**

5.3 litre 4x4 auto

£5,995



**1989 PONTIAC FORMULA
FIREBIRD**

5.0 litre TPI automatic, 35,000 miles
2 owners from new

£5,995



2004 TRIUMPH TRIPLE

4,500 miles excellent condition
throughout

£2,995



1978 CHEVROLET CAPRICE

5.0 litre auto, 92,000 miles

£2,750

Good clean stock always wanted. Immediate decision and collection. Cash available

www.oldcottmotors.com

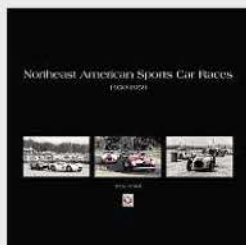
Our opening hours are 9am-6pm Monday to Saturday and you are welcome to come and view our stock at any time. We also arrange appointments for out of hours viewing. Viewing can also be arranged at your chosen address upon a prepaid fee.

OLDCOTT DRIVE, KIDSGROVE, STOKE-ON-TRENT ST7 4HE

**Call Steve on
01782 782081 or
07973 302618**

Classic American Reviews

Bargain Corner



Northeast American Sports Car Races 1950-1959

Author: Terry O'Neil
Published by: Veloce Publishing
ISBN: 978-1-845842-54-3
Price: RRP £100. Special offer price from Veloce online shop: £49.99

With the attention hot rodders receive through magazine coverage, it's easy to forget that dry lake and drag racers were predominantly grass roots, working class guys, involved in virtually an outlaw movement, centred on the west coast. Until drag racing and NASCAR came of age, mainstream auto racing in the Fifties centred around more wealthy individuals who, influenced by the car's they had seen in Europe during and after the war, favoured sports car circuit racing.

This was extremely popular with the teams and spectators. There were both professional and amateur competitors who drove both road and purpose-built track cars. British and European sports cars, such as Jaguars, MGs, Allards, Austin-Healeys, Ferraris, Maseratis, and Porsches were popular. American built Cunninghams, Kaiser-Darrins and various American V8-powered specials also raced. This was particularly fashionable in north eastern states.

This incredibly well researched and copiously illustrated book details the many and varied sports car road races that were held between 1950 and 1959, providing a unique insight into this surprisingly overlooked aspect of American autosport. Maybe it's not mainstream *Classic American* fodder, but fascinating nonetheless and currently half price if bought direct from the publisher.

Drag Racing's Quarter-Mile Warriors

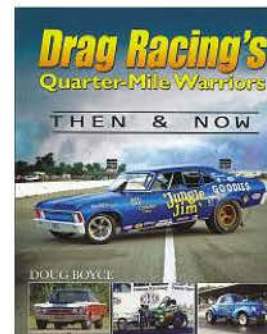
Then & Now

Author: Doug Boyce **Published by:** Car Tech
ISBN: 978-1-61325-133-1 **Price:** £23

Ever wondered what happens to race cars when overshadowed by faster and more competitive replacements? Drag racing author Doug Boyce did, when researching his books on Grumpy Jenkins' cars and Junior Stockers. Surprisingly, though a few are sold to racers with lesser budgets who continue to use the cars in new team colours, many are just pushed into a corner, covered over and forgotten, their work completed. No longer competitive, they nonetheless represent a considerable investment in time and money, plus their sentimental value.

Decades later, many of these old quarter mile warriors have been rediscovered, recommissioned and restored to their former

glory, either for museum display or a second racing career in the historic classes. Boyce has tracked down over 75 cars from the Sixties and Seventies, drag racing's golden age. Dragsters, funny cars, pro-stockers, competition altered, gassers and door slammers, they are all here. Many restored and racing, others still forlorn, awaiting their return to the limelight. All with a fascinating story to tell. Well researched and with photos galore. Brilliant.



50 Shades of Rust

Author: Tom Cotter **Published by:** Motorbooks
ISBN: 978-0-7603-4575-7 **Price:** £20

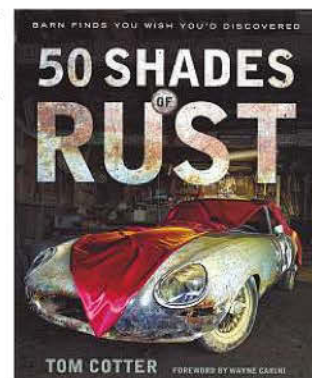
Tom Cotter is a well known automotive journalist who has written for many publications, including the New York Times and Road & Track. He's also a car collector and a keen historic car racer. However, he's most well known for being a car hunter, not only seeking 'lost' cars himself, but collecting stories of the escapades of others.

The author of several books in the Barn series, he specialises in tracking down stories of interesting cars squirreled away in barns and garages and accounts of those who have discovered them. Some cars remain where they were ensconced decades ago.

Others have been rescued, only to sit untouched in another garage awaiting an uncertain fate, dependent perhaps on available

funds for restoration, or an upturn in the classic car market. Thankfully many have been returned to the road.

50 Shades of Rust is his latest eclectic collection of stories, tall tales, mysteries and myths. Well illustrated, with both as-found and restored pictures, over 90 'barn finds' are described in this well written and fascinating new book.



Shelby Mustang Fifty Years

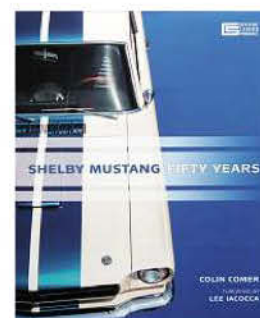
Author: Colin Comer **Published by:** Motorbooks
ISBN: 978-0-7603-4475-0 **Price:** £34

Shelby expert Colin Comer really sets the bar high when he writes a book. His previously published Complete Book of Shelby Automobiles and Shelby Cobra Fifty Years, were both epic volumes and his latest, a definitive pictorial history of the Shelby Mustang over the last half century is also a weighty tome. It helps being officially endorsed by the Ford Motor Co, with a foreword by Lee Iacocca, one of the progenitors of the Mustang and a past President of Ford, plus input from Shelby American.

The large format of this 240 page book means that the majority of pictures can be printed on a single page, rather than being split across the seam, a pet hate of mine, without losing clarity. And there are numerous photos, many no doubt

gleaned from Ford's archives, plus contemporary advertisements, reprints of track tests and other cuttings from vintage magazines.

The quality of paper, binding and reproduction is high, the research that has been undertaken was clearly substantial and a labour of love, by an aficionado. The result is a coffee table book that should delight all Shelby Mustang fans.



AUTO ELECTRICAL SPECIALISTS

01323 301735

07713 832829

REPAIRS & RESTORATION



S.V.A TESTING

TECAUTOMOTIVE.COM



1968 Ford Mustang Fastback 390 GT



In immaculate sunlit gold, with having a nut and bolt restoration resulting in a "NEW CAR" condition. Correct and as sharp as the car left the factory. Only 600 miles since completion, lots of bills and restoration photos, Marti Report and also letter from Ford. Automatic transmission, part of a collection, £64,500



PRIVATE SALE
07831 500041



www.apdautomotive.co.uk

020 8640 0729

apdautomotive@yahoo.co.uk

Full Servicing - Engine Rebuilds

Custom Parts - Custom Steering Wheels

Full Restoration - All Electrical Work

Full car strip & rebuild service to allow shell to be painted

Unit B3, Connaught Business Centre, 22 Willow Lane, Mitcham, CR4 4NA



Classic American

Homefield Garage, Ship Lane, Sutton at Hone
Dartford, Kent DA4 9EE
tel. 01322 865757
mob. 07815 642767
fax. 01322 868886

Classic

Car Specialist

web. www.homefieldgarage.co.uk
email. rogers2homefield@aol.com

ROGERS

CADILLAC PONTIAC BUICK HUDSON OLDSMOBILE.
HYDRAMATIC DUAL RANGE AND JETAWAY DUAL
COUPLING BOXES ON EXCHANGE BASIS OFFERED



MOST
MODELS



1995 GTD Lola T70 Chevrolet



Road registered by GTD Supercars and built to a very high standard, I am the second owner and have had the car for the last 10 years. The car has only done 5000 miles and never been track day'd. This very rare opportunity to own and enjoy a lovely car. It has a manual transmission with a 5.7 V8 engine. Part of collection £79,000



PRIVATE SALE
07831 500041

SPECIALISTS IN CAR SHIPPING AND TRANSPORTATION

Worldwide export and import services



• Customs clearance • UK & European collection & delivery
• SAFE • SECURE • COMPETITIVE

t: 01394 695566 f: 01394 673031

kevin.lewis@rjffreight.co.uk chinita@rjffreight.co.uk

www.rjffreight.co.uk

WASP

WISBECH AMERICAN STREET & PERFORMANCE LTD

American vehicles from 1920's
to present day catered for

Service, Restoration and Race parts

Tel: 01354 610333

Email: w-a-s-p@btconnect.com



CLASSIC & MODERN MUSCLE CAR SPECIALIST

STOCKING

Accel, Autometer, Brodix,
Comp Cam, Edelbrock, Flowmaster,
Moroso, K & N, Lokar and many more

WEEKLY US SHIPMENTS

500 page catalogue
coming soon.



Please check out our ebay store

www.waspspeedshop.com

Readers' Rides *Special*



Classic American Car Insurance

Call 0800 081 8989 or visit adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority



This Eleanor tribute Mustang will go under the hammer at Historics at Brooklands' November 29 Auction at Mercedes-Benz World, Brooklands, Surrey. For more details see www.historics.co.uk



1968 Ford Mustang 'Eleanor' Newcastle-under-Lyme

Meet Darren Lindop, and if the name sounds familiar, then you remember him as the owner of the stunning black 1968 Pontiac Firebird we featured about a year ago. Darren is a dyed in the wool American car fan, although like most enthusiasts he initially cut his teeth on British sports cars like Capris and Triumph Stags, but as he explains: "Once I'd had an American V8, I just couldn't go back to British cars."

You could say he has petrol running in blood as he's also worked at Bentley Motors in Crewe for 10 years, but recently decided to start up his own business restoring and working on American and classic cars (Stateside & Classic bodyshop, Tel. 07525 731446 or email: statesideandclassic@gmail.com). The Eleanor Shelby you see here is one of the first results of this business venture and will be heading off to the Historics at Brooklands auction on November 29.

Originally a 1968 390 GT fastback car, like the Mustang used in the Bullitt movie (except this one was aqua blue) the car has undergone several upgrades since its purchase in 2008. The most obvious and dramatic is the 'Eleanor' style body kit which was sourced from Mustangs to Fear of Indiana. According to Darren, Eleanor body kits can vary tremendously in terms of quality and fit: "You can go and buy yourself a cheap body kit and then spend a fortune trying to get it to fit."

"I'm very particular... on stuff like door gaps, fit lines. If that looks good, the rest looks good, as that's the first thing you look at."

Darren sourced items such as the wheels and badges from National Parts Depot in the US, while other items

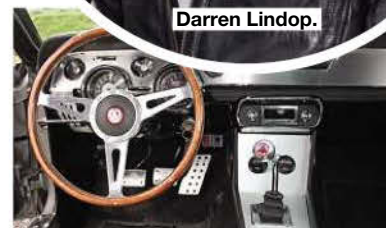
like the backlights, spotlights and grille came from Mustang Depot, Nevada. The Eleanor look extends to the Shelby style rear lights and side-exiting exhaust.

But it's not all show and no go; the engine has been rebuilt by local racing engine specialist Huddart Engineering, where it was overbored 30 thou and now features high compression pistons, a competition cam, Edelbrock heads and intake, headers and a 700cfm carb.

All this should make for around 500bhp, which is fed through a Tremec heavy duty TKO 600 five-speed manual transmission, with a Centreforce clutch. Other performance upgrades include Wilwood brakes and uprated coil-over suspension. Other than the engine rebuild, he's undertaken the whole build himself and quite rightly is very pleased with the end result – and you know what? It sounds as good as it looks!



Darren Lindop.



Huddart prepped 390 motor.



Cost Effective Building Solutions



Get your free quote online!

www.premiersteelbuildings.co.uk

0845
643
9865



Protect your investment!

Visit our website for more information on buildings, fill in the online form for a quote on the building YOU want.

GARAGES

Single, Double or Triple made to your sizes

Show building at Knockhill race circuit



OVER 3,000,000 OWNERS CAN'T BE WRONG...

If you haven't fitted an



ELECTRONIC IGNITION SYSTEM

to your car you are seriously missing out; ask any one of our 3,000,000 worldwide customers who've already replaced their points and condenser



FITS ENTIRELY WITHIN DISTRIBUTOR

HERE'S HOW THE BREAKERLESS IGNITOR WILL TRANSFORM YOUR CAR:

- Easier starting from the high power, low rev spark.
- Better fuel economy and plug life.
- Smoother idling and running at low speeds.
- Unaffected by moisture, oil and dirt.
- Sharper performance from tuned engines.
- Kits available for most popular makes of points distributor.
- Self contained and easy to fit (only two wire to connect).
- From just £75.00 plus VAT.
- Flamethrower coils and plugwires available.
- HEI Distributors.
- Patriot Exhaust Products.
- Phone or write now (stating model, year, etc) to
- 6 Volt and Positive Earth Kits

PERTRONIX EUROPE

1 Compton Place, Surrey Avenue, Camberley, Surrey, GU15 3DX
Tel/Fax: 01276 65554 www.pertronixeuropa.com email: pertronix@fsmail.net

EVERYTHING YOU NEED AND MORE!

ORIGINAL PARTS GROUP

#1 IN GM RESTORATION FOR OVER 30 YEARS!

LARGEST INVENTORY
100,000+ Square Feet of State-Of-The-Art Warehouse space comprised of over 75,000 different reproduction and high performance parts. Highest In-Stock ratio in the business!

MANUFACTURER OF THE FINEST QUALITY RESTORATION PARTS!

EXPERT ADVICE WITH BEST-IN-CLASS SERVICE VALUE-ADDED SAVINGS

Order Your **FREE CATALOG** Today!
Call Toll Free Now! **1.800.243.8355** USA/Canada
Shop Online **www.opgi.com**



Sign up at opgi.com to receive the latest offers by email

1770 Saturn Way, Dept. CA, Seal Beach, CA90740
International Orders 562.594.1000 or fax us at 562.594.1050

PRO ALLOY.CO.UK

SPECIAL MOTORSPORT THE UK'S NUMBER ONE



T: 01223 225 755 F: 01223 225 755
E: info@proalloy.co.uk
WWW. PROALLOY.CO.UK



Club news & Events

Wheels Day Back On!

Great news has reached *Classic American* HQ that the Surrey Street Rodders, after a rather traumatic Wheels Day last year, have decided that the show must go on and will be running the show again in 2015 on its usual Good Friday slot. The main difference to this extra-popular season opening event is that it is returning to Rushmoor Arena and will be pre-entry this time, so as to avoid the problems seen last year. Further details will be announced in *Classic American* and you can keep up to date via the Facebook page (just search for Surrey Street Rodders).

Get your shows and events in NOW!

Sadly we're not psychic here at *Classic American*, so unless you send in your show or cruise details and other events listings, they won't appear in the events pages.

It's a free service, and you can either e-mail them to us at email@classic-american.com or send them by post to: *Classic American*, Mortons Media, Morton Way, Horncastle, Lincolnshire LN9 6JR. Unfortunately, details or amendments cannot be taken over the phone.



Footman James is a trading name of Aon Limited, which is authorised and regulated by the Financial Conduct Authority in respect of insurance mediation activities only. Telephone calls may be monitored or recorded for your protection FP 5350.01.09

0843 357 1787
www.footmanjames.co.uk

Scotland Focus

The AutoScots annual rally at Eglington Country park near Irvine enjoyed dry bright sunny and very warm weather after a decidedly shaky start. This year the rally was held in aid of the children's charity Cash for Kids which gives money and gifts to under privileged children in Ayrshire and attracted a wide and diverse range of cars and a few Americans which the club is actively trying to encourage.



This 1996 Chevy S10 pick-up is up for sale and belongs to Scott Kirkbride, from Glasgow. His number is 07921 834028. Scott is looking for £2995 ono for the truck which was imported from San Antonio Texas.



Mario Pellegrini from Ardrossan and his 1968 Dodge Charger R/T which he has owned for three years. The car is original as far as is known and runs a 440 big block engine. The car is originally from Texas.



This Australian Ford Falcon GT350 XB GT has been owned by John Tate from Kilbarchan for 14 years. John has restored the car over that period.



Scott Fairbairn from Lesmahagow uses his 2004 Dodge Ram 1500 Hemi as his daily driver. He has owned the truck for six years.



This 1994 Mustang belongs to Alan Forsyth from Kilmarnock. Alan has owned the car for seven years. The car is largely original having been a Japanese import. The car runs a 3.8 V6 engine.

The Dumfries Classic Wheels Club held its annual rally in the grounds of the Dumfries and Galloway College at Crichton. Despite a couple of early showers the sun came out eventually and the rally field filled up with visitors and rally goers alike. Two or three Americans turned up including a Japanese imported Mustang and an Edsel.

This seems to be something that happens with this show every year. Different cars turn up and appear that don't seem to go very far north of Dumfries and cars come up from the North of England, so there is always a good variety on show to keep all tastes satisfied. A small but very enjoyable show.



Stewart and Amy Lister from Dumfries and their 1994 SVT Mustang which was originally a Japanese imported car. The car has a 5.0 V8 High output engine. They also own a Ford F150 which is Stewart's daily driver.



This 1959 Edsel Ranger two-door sedan with a straight six engine has been owned for 18 months by Malcolm Ward from Carlisle. The car originally came from Washington State and was shipped to the UK from Oakland in 2013.



This 1958 Cadillac sedan series 62 is owned by Slavko Vedorec from Dumfries. Slavko has his own business hiring out his cars for weddings and such like and has a large fleet of limos and stretch Hummers. The car is a two-owner from new car.

ALL I WANT FOR CHRISTMAS

Read **CLASSIC AMERICAN** III digitally from £2.75 PLUS bonus free issue



www.mortons.co.uk/CA

THINK AUTOMOTIVE

t: 0208 568 1172 e: info@thinkauto.com



World's leading
Oil Cooler specialist

Experts in all automotive plumbing

Huge range of hose & fittings

The major supplier of filler caps



Oil Pumps - Water Pumps - Filler Caps



Heat Exchangers - Hose & Fittings

And many other automotive plumbing components

Specialized Vehicle Solutions Limited



1955 Ford Thunderbird Convertible
Mileage: 13,278
Price: £32,950



1955 Ford Thunderbird Convertible Manual 3 speed V8 312 C.I. LHD Chassis P5FH19917. This example was exported from New Jersey on 28 April 1955 and is finished in Fiesta Red with red and white trim and white soft top. Fitted with extras to 56 spec. including rear Continental Pack, Hardtop with side portholes and tinted glass, overdrive gearbox, tinted glass all round, electric windows, electric seats, heater, Town and Country radio, chrome wire wheel trims and much more! This example has been the subject of a body off rebuild to exceptional standards including a massive amount of chrome detail including most of the suspension, diff. etc. and almost all the engine bay and the attention to detail is amazing. It is in lovely overall condition and drives exceptionally well just having been serviced prior to which it has had one owner since 1997. A complete show stopper that can only increase in value especially with the specification listed above.

Call Paul Coombes on 0161 789 0504 or 07958 329443

We are situated 15 minutes from Manchester International Airport and 10 minutes from Manchester central stations.

www.svs-ltd.com



**REDLINE
AMERICAN
MUSCLE**

*Mustang
Specialists*

★ **SERVICING ON ALL AMERICAN & EUROPEAN CARS, VANS & PICKUPS**

★ **BRAKE & SUSPENSION UPGRADES CARRIED OUT**

★ **DIAGNOSTICS**

★ **ELECTRICAL FAULT FINDING**

★ **EXHAUSTS SUPPLIED & FITTED (inc. CUSTOM MADE)**



Unit 3 Station Road, Aylesford,
Kent ME20 7QR

Telephone: 01622 791916

Email:

redlineamericanmuscle@btconnect.com

www.redlineamericanmuscle.co.uk

West Midland American Vehicles Ltd.

West Midland American Vehicles Ltd
1 Brunel Court, Enterprise Drive, Four Ashes, Wolverhampton
WV10 7DF

Genuine Parts - Available mail order worldwide

**Servicing - Any American vehicle
Sales**

Restoration Undertaken



MOT Facilities
Classes 4, 5 & 7



**We build stainless steel
exhausts for any American
and English vehicle**

**We can
build replica
cars from
the movies!**



**01902 798840
07795 265151**

Info@American-vehicles.com

www.American-vehicles.com

2015

APRIL 3

AMERICAN HOTROD & CUSTOM CAR & BIKE SHOW

Route A3 Season Opener, Horndean Showground, Five Heads Road, Horndean, Hants PO8 9NZ. Permanent home for Southern American & Hot rods. Well maintained 35 Acre Venue, Exhibition Arena trade stands, easy access, no queues, Bands and DJ's bar available. *Dogs allowed if on a lead. Charity attached to the show will be CLIC Sargent. Adults: £5/Child U15 Free. <https://www.facebook.com/events/755339084516876>
<https://www.facebook.com/RouteA3>

Traders welcome. Contact: Route.a3@gmail.com

APRIL 5/6

28th Weston Park Transport Show, Weston Park, Weston-under-Lizard, Shropshire TF11 8PX

MAY 24-25

23rd RAGLEY HALL CLASSIC CAR & TRANSPORT SHOW

Ragley Hall, Alcester, Warwickshire B49 5NJ

JUNE 19

FATHER'S DAY 26th TRENTAM CLASSIC CAR & TRANSPORT SHOW

Trentham Gardens, Trentham, Stoke-on-Trent ST4 8JG

JULY 19

25th WALSALL CLASSIC CAR & TRANSPORT SHOW

Walsall Arboretum Extension, Walsall WS1 2QB

JULY 26

19th BEAUMANOR HALL CLASSIC CAR & TRANSPORT SHOW

Beaumanor Hall, Woodhouse, Leics LE12 8TX

AUGUST 9

SHUGBOROUGH HALL CLASSIC CAR & TRANSPORT SHOW

Shugborough Hall, Milford, Staffs ST17 0XB

SEPTEMBER 6

16th DUDLEY CLASSIC CAR & TRANSPORT SHOW

Himley Hall, Dudley, West Midlands DY3 4DF

Cruises

ANGUS – East Coast Cruisers (Scotland) American & Custom Car Club. Cars 'n' coffee meeting every Thursday around 19.00. For details of location in current week, please call or email Blair on 07810 123145; email: softpomustang@gmail.com

AYRSHIRE – Meet at The Odeon, Victoria, Kilmarnock, noon on fourth Sunday of the month, cruise at 1pm.

BATH – Second Tuesday of the month, at the Forum and Firkin, opposite Theatre Royal, Barton Street, Bath, Somerset. 7.30 for 8.30 line-up outside.

Call 07074 400500 for info.

BATH – Meet & Greet, first Saturday of the month, 11-4pm, Bath Classic & American car company, BS39 5AA. For more info call Neil 07850 529940.

BEDFORD – Ouse Valley CC meets at Interchange Retail Park, Kempston, 7.30pm, last Sunday of the month, April to October. Cruise into Bedford 8pm. Call Mark, 07903 049489 or Dave, 01234 357740.

BEDFORD – Meet The Priory Marina, Barkers Lane, 7.30pm on the third Thursday of the month April-October. Tel 07957 811696.

BERKSHIRE – Third Saturday of the month. Berkshire Area Mustang Owners' Club meet (but all American cars and enthusiasts welcome). Venue varies, but always around the Newbury area. 11.30am meet for a midday lunch. Please visit the Shows & Cruises section of www.mocgb.net/forums for details.

BIRMINGHAM – First Thursday of the month, AACI area meet at The Kingsley, Kingsbury Rd, Minworth, near Jct 9 of M42 from 7.30pm. Tel: Dave 07941 298365

BIRMINGHAM NORTH – AACUK meet second Weds of the month 7.30pm at The Towers, A34 Walsall Rd just off M6 Jct 7. For details call Ken 0845 644 0387.

BIRMINGHAM SOUTH – AACUK meets last Wednesday of the month, 7.30pm, at The Wharf Hotel, Hockley Heath, A3400 just off M42. Everyone welcome. Call Alan on 0845 644 0358.

BRADFORD – AACI Meet 'n' Eat, The 6 Acres, 119 Westgate Hill Street, Bradford, BD4 0RZ. Last Wednesday of the month, 7.30pm onwards.

BRIGHTON – Jukebox Show and 1950s, 60s and 70s Retro Fair at Brighton Racecourse. All enquiries contact 0208 393 2444 or email: jukeboxshow@hotmail.co.uk

BRISTOL – AACUK meet on the first Sunday of each month at the Golden Heart Pub, Winterbourne, Bristol, BS36 1AU. Call Steve on 07792 185083.

Prescott Hill climb



BUCKINGHAMSHIRE – American cars, rods, and bikes etc. Meet at The Harte and Magpie, Amersham Road, Coleshill, near Amersham, Bucks HP7 0LU. Meet from 7.30pm to 11pm onwards on every second Tuesday of the month. Call Richard for more info on 07879 255249 or email richard72@hotmail.co.uk

BUCKINGHAMSHIRE – Milton Keynes/North Bucks – Join our friendly gathering of enthusiasts on the second Wednesday every month at the Prince George, Portishead Drive, Tattenhoe, Milton Keynes MK4 3FA from 7pm on. All American/Canadian/Australian car fans are welcome whether owners or not! For more info call Steve on 07792 497116 or Chris on 07775 898456.

CANNOCK AND WOLVERHAMPTON – AACUK meets on the third Tuesday of each month at The Moreton Arms, 2 Springfield Lane, WV10 6PX. Jct 2 of the M54 onto A449 Wolverhampton then left at second lights. Contact John Latham on 0845 644 0346.

CHESHIRE – American Auto Mags Cruise April to October inclusive, 1st and 3rd Wednesdays each month from 6:30 ish. November to March inclusive, from late morning on the third Sunday each month at The Hollow Tree Pub, on the A49 just off the M56 Junction 10. (Postcode WA4 4LX.) For information: www.americanautomags.com or call 01606 888324.

CHESHIRE – AACI Route 56 Cruise, first Monday of the month, 7.30pm at the Hollow Tree pub, by Jct 10 of M56. Family pub with restaurant, kids' play area. Charity raffles etc. All welcome. Tel: Brendan 07909 918995, Angie 07801 656590 or go to www.route56cruise.co.uk

CORNWALL – Surf Coast Cruisers meet first Saturday of the month at Starbucks, Chiverton Cross (A30) 6pm and then cruise out and third Saturday of the month at McDonalds, Hayle 6.30pm then cruise St Ives. Contact Adrian on 07717 477107.

CORNWALL – First Saturday of the month, meet McDonalds, Fraddon, on the A30, 7pm, then cruise Newquay. Tel 01208 814210.

CORNWALL – Cornwall American Car Owners meet third Saturday of the month at the Victoria Inn, on the A30, Roche, 7.30pm. Tel. Andy 01726 860172

CORNWALL – Meet at Route 38 American style Diner, on A38 at Trenulfoot Roundabout. Meet from 12.30 every third Sunday of month. See website for cruise info www.route38carclub.co.uk Contact: Steve on 07768 267104 or 01822 854675.

COVENTRY – Sunday lunchtime and other meets throughout the year. Paul on 07866 547141 or email AACIwarwick@AmericanV8.co.uk

CROYDON – Second Sunday of the month, Valley Park, Purley Way (A23), near Ikea/McDonalds, 4.30pm. Tel Derek on 07724 752512, or Brian 01737 556499 or 07836 367317

DARLINGTON – Last Friday of the month, April to September. Quaker Cruise, McDonalds, Morton Park, off A66 bypass 7.30-9pm, then on to the Fighting Cocks. Details from Cath 01325 350268 or Ian 01325 288365

DEVON – Devon Cruisers – Custom Classic and American. Meet at 2pm on the third Sunday of the month from April to September at various locations. Please see us on facebook for further details or contact Craig on 07973 471125.

DEVON – Informal meet at Chandlers Bar, Queen Annes Battery Marina, Plymouth PL4 0LP every Sunday morning from 10am. All cars welcome.

DEVON – Exeter. Anyone interested in becoming part of a new cruise in the Exeter area, please contact Chris on 07912 559819 or email crazyhatman@hotmail.com

DEVON – BURNOUT Auto Club – Custom Classics and American meet at 3pm and Cruise from the Wrey Arms, Sticklepath, Barnstaple, third Sunday of the month April to September. Contact Craig 07973 471125 or see us on Facebook.

DORSET – Third Monday of each month at the Angel Inn, Ferndown from 7.30pm every Sunday at Viewpoint, Parkstone, Poole from 2pm. National Can-Am Car club 07989748094

DUNDEE – Meet on the last Sunday of the month at The Craig Tay hotel, Broughty Ferry Road, Dundee from 7.30pm. Tel: Ally 01382 801038

DUNDEE – The Knightriders meet every Tuesday, 7.30pm, at The Marmalade Pot, Riverside Drive, Dundee, just west of Dundee airport. All welcome. Tel: Kenny 01382 770958 or see www.v8block.pwp.blueyonder.co.uk

EDINBURGH – Meet on the last Saturday of the month at KFC, Craigleith, about 8pm, then cruise along Princes Street to West Maitland Street. See www.ill-eagle.co.uk

ESSEX – Classic American Car Night, every last Saturday of the month. 6pm on, diner is open to all but especially welcomes pre 1974 models. 8 Ball Diner, A12 Northbound, Witham, Essex CM8 3HB www.8balldiner.com

ESSEX – Rebel Rousers. Every second Thursday of the month throughout 2012. 6pm on. Diner is open to all but especially welcomes yanks, rods and customs of all eras. 8 Ball Diner, A12 Northbound, Witham, Essex CM8 3HB www.8balldiner.com

ESSEX – Bungalow Diner at Marks Tey, 45 London Road, CO6 1EB. Every 2nd Thursday from 7pm is hot rods, rat rods, customs and yanks. Call 01206 210 972 or see: www.bungalowdiner.co.uk

ESSEX – Meet at Bobby Jo's 50s Diner, 11-12 Eastern Esplanade, Southend SS1 2ER every Thursday evening from Easter to October. Free tea and coffee for owners of American or classic cars and 10% off food. Large car park opposite diner.

ESSEX – American Independents Car Club meets twice monthly, 8pm, second Sunday and last Tuesday of the month, at the Albion Pub, A13 r/bout, Rainham. Tel: Rita on 0208 501 0142.

ESSEX – Meet at The Dick Turpin, A127 Southend arterial road, Wickford, every Wednesday from 8m. Call Frank on 07986 909423

ESSEX – The AACI Essex meet on first Saturday of month, 7pm, Boreham Services truck park, Boreham Interchange, A12 Chelmsford bypass. Tel: Simon 07967 223148 or focus_frenzy_666@hotmail.com

ESSEX – Meet every Wednesday at Frankie & Benny's, Galleys Corner, Braintree, 8pm. Tel: Robin on 07721 793308

ESSEX – Mustang Owners' Club GB Essex Group. Now meet every third Fri of the month at The Fox & Goose, Ongar Road, Cooksmill Green, Chelmsford, Essex, CM1 3SN T: 01245 248245 e-mail: info@foxandgoosepub.co.uk from 6pm onwards.

For more info email: Les Hughes, lesuze@ntworld.com

ESSEX – The Pontiac Drivers' Club meets on the third Monday of the month, 8pm, at the Green Man, Tyers Road, Roydon Hamlett. Tel: Graham on 01268 473492, Joanne on 01268 419652 or see www.pontiacdriversclubonline.co.uk

FIFE – Meet on the second Sunday of the month at KFC, Fife Leisure Park, Jct 3 of M90 from 6.30pm, April to October. See www.ill-eagle.co.uk or Stewart-Drk@aol.com

GREAT YARMOUTH – GYAAC meet at the White Swan, North Quay, Great Yarmouth every Monday from 8pm, May-Sept. Tel: 01493 740863 or email mal.toll@rjt.co.uk

GUILDFORD CRUISE – Burger King, Ladymead Retail Park. First Sunday of the month. Tel: Roy on 01483 856744.

HAMPSHIRE – Eastleigh R'n'R Club's 50s record hop, every other Friday, 7.30pm-12. Comrades Club, Leigh Road, Eastleigh. Tel: 0238 061 1953.

HAMPSHIRE – Victory Wheelers meet first and third Wednesdays at The Plough, Portsmouth Road, Bursledon, Southampton SO31 8BT from 8.30 to 11pm.

HARROGATE – Harrogate Knights CC "End of Month Cruise". Meets last Saturday of the month from 5pm, McDonalds, St James Retail Park, Grimbold Crag Way, Knaresborough, Nr Harrogate.

HEMEL HEMPSTEAD – Hemel Valley Cruisers meet at the Marchmont Arms pub, Piccotts End, every Thursday, 8pm. Tel: Nick 07958 764045 or see <http://nickstep.cwc.net/index.htm>

HEREFORD – American & Hot Rod Club meet first Thursday each month at The Grandstand, Grandstand Road, Hereford HR4 9NH. Everyone welcome. Contact Mark at westernautos@mac.com or phone 01432 358518

HERTFORDSHIRE – AG02's Cruise Night is every third Wednesday of the month from 7pm onwards at the Three Horseshoes, Hooks Cross, Watton at Stone, Hertfordshire SG14 3RY

HERTFORDSHIRE – AG02's Breakfast Club is every first Sunday of the month from 10am onwards at the Harvester, Roaring Meg Retail Park, London Rd, Stevenage, Hertfordshire SG1 1XN (Chairman) Stewart

HERTFORDSHIRE – LA Roadsters and Pontiac Owners' Club meet first Saturday of each month from 11am to 2/3pm at The Crocodile Pub, College Road, Cheshunt, Herts, EN8 9NQ. Big car park, kids welcome. Call Andy K on 0208 801 1953.

HERTFORDSHIRE – Mustangs and Mopars meet at the Three Horseshoes, Hooks Cross, Watton-at-Stone, Herts on the AG02, second Wednesday of the month from 7pm. Contact www.mocgb.net

WESTERN AUTOS

AMERICAN VEHICLE SPECIALIST



- ★ SPEED AND CUSTOM SHOP ★
- ★ MAIL ORDER ★
- ★ FULLY EQUIPPED WORKSHOPS ★
- ★ CUSTOM PAINTWORK AND BODY MODS ★
- ★ VEHICLES BOUGHT AND SOLD ★
- ★ REGULAR USA SHIPMENTS ★

TEL/FAX: 01432 358518
EMAIL: WESTERNAUTOS@MAC.COM,
WEB: WWW.WESTERNAUTOS.ORG.UK

f FIND US ON FACEBOOK f

UNIT 6, AYDON INDUSTRIAL PARK, HOLMER ROAD,
HEREFORD, HR4 9UN

AMERICAN CAR INSURANCE



**DRIVE A
BETTER DEAL**
with
Performance
Direct

Policy Options Include:*

Classic American Cars

Modern American Cars

4 x 4 Pick ups

Car Club discounts

Agreed values

Multi-car policies

FREE foreign use cover
(up to 90 days)

Limited mileage
discounts

*Subject to underwriting criteria

Open 7 days a week

Performance Direct was founded on a love of classic and specialist vehicles and we're now one of the UK's leading independent brokers.

Last year thousands of Classic American Car owners swapped their insurance to Performance Direct.

Want to find out why?

Don't just renew your insurance – save money and experience the difference with Performance Direct.

Leading Manufacturer of Convertible & Vinyl Tops!

Manufacturing Domestic & Foreign Tops From 1940 to Present Day!



Precision Quality
Exceptional Customer Service
Contact Us for your **FREE** Mini Catalog
Same Day Shipping On In Stock Items until 4pm EST

KEE Since 1964
Auto Top
Manufacturing Co.



f /keeautotop

CALL TOLL-FREE

@numonetop

866-312-6556

info@keeautotop.com • www.keeautotop.com

0800 997 8350

www.performancedirect.co.uk/american



**PERFORMANCE
DIRECT.CO.UK**

Performance Direct is a trading name of Grove & Dean Ltd, an independent intermediary who are authorised and regulated by the Financial Conduct Authority (FCA). For your security calls may be recorded.

102 classic-american.com

CLASSIC AMERICAN



To advertise call
Sophie or Nicole
01507 529592

SERVICE DIRECTORY

AMERICANA

MANUALS

Tel: 01606 888324
www.americanautomags.com

**AMERICAN
AUTO MAGS**

**BODYWORK RESTORATION SERVICE
REPAIR**

Abbey Motorists Centre

Custom Made Stainless
Steel Exhaust Systems for
cars, trucks and day vans.



01992 701201

www.abbeymotorist.co.uk
Junction 26 off M25

Alders

**Automotive Transmission
Specialists**

- Transmissions reconditioned
- Racing & performance transmissions
- Latest in transmission servicing & electronic fault diagnostics



All servicing & repair
work also carried out.

See our website for our
range of services.

www.aldersautomotive.co.uk

Telephone:
01323 848448

Units 4&5
Northfield Business Park,
Lower Dicker, East Sussex BN27 4BZ

LIBERTY GARAGE SERVICES

**SERVICE REPAIR AND
RESTORATION OF AMERICAN CARS**

Our speciality is the repair,
restoration and modification of
Pontiac, Firebird and Trans Am's
BUT ALL MAKES AND MODELS WELCOME
MoT preparation & repair • Welding/
fabrication/body repairs • Engine
rebuilding including performance
modifications • Servicing/general
maintenance • Vehicle health check
www.libertygarageservices.co.uk
Tel: 01977 625406 • 07852-943281
E: steve@libertygarageservices.co.uk

Unit 21 Priory Bus. Pk, Wentworth Terrace,
Fitzwilliam, West Yorkshire WF9 5BZ
(1 mile from Nostel Priory)

We now supply and fit tyres



BACK TO LIFE CARS

VINTAGE MUSTANG AND CLASSIC
AMERICAN VEHICLE SPECIALISTS
RESTORATION WORK
PANEL REPLACEMENT
ENGINE REBUILDS
MOT PREPARATION, REPAIRS,
SERVICING FOR ALL MAKES AND
MODELS, OLD AND NEW.



01702 870087

WWW.BACKTOLIFECARS.COM

www.mustangworkshop.co.uk



Mustang
WORKSHOP LTD

Servicing, Upgrades
& Award-Winning Concours
Restorations

Tel: 01256 761991

Email: enquiries@mustangworkshop.co.uk
Vernwood Workshops, Hook, Hampshire RG27 9AB

AMERICAN VEHICLE SERVICES

Trained
Technicians
& Computer
Diagnostics
for American Cars, also
air-con specialists.



01376 345 399

We undertake all IVA work
for imported cars

10 Benfield Way, Braintree, Essex CM7 3YS
For more details go to our website:
www.avameriencars.co.uk

American Car Specialists

Offering the best service
to meet your needs
whether its a
bulb change to a
restoration

01825 722641

americancars1@btconnect.com

C.A.R.S.

Complete Automotive Repair Service

AUTO ELECTRIC SUPPLIES LTD

AES Fast Mail Order Service
T: 01584 819552



www.autoelectricsupplies.co.uk

Classic CAR CRAFT

American and British
classics

- Service
- Repairs
- Restoration

Unit 1,
Oakwood Ind Est,
St Peters,
Broadstairs,
Kent CT10 3JJ



01843 587376

A.I.S. AMERICAN CAR REPAIRS

**MOBILE REPAIR
AVAILABLE**

Mobile: 07802 150103

Email:

sales@americancarrepairs.co.uk

Our work includes:

- engine rebuilds/tuning/diagnostics
- exhausts • servicing
- MoT work and preparation

CUMBERLAND CLASSIC RESTORATIONS

Welding carried out for

- Classic American
- Modern MoT work
- undertaken
- WW2 Vehicles



01509 238977

www.cumberlandautocare.co.uk

MAG AMERICAN

Auto Repair Shop
American Vehicle Specialist

8 Rye Street, Bishops Cleeve, Herts, CM23 2HG.

01279 503626

www.magamerican.co.uk

Computer Diagnostics • Repairs & Servicing

Engine Rebuilds Suspension Transmissions
Exhausts Steering Brakes MOT's
'Classic to Modern • We Repair them All'

MOT & Paragon SERVICE CENTRE

American Vehicle Specialists
in the East Midlands

Diagnostics Service Repairs
MOT Testing IVA Preparation

01604 (Northampton) 874752

www.paragonamerican.com

To advertise call Sophie or Nicole on 01507 529592

BODYWORK RESTORATION SERVICE REPAIR

VEHICLE & GENERAL PLATERS LTD

4a, Portland Ind Est, Arlesley, Beds, SG15 6SG
Telephone (01462) 835847
Fax: (01462) 835079
email: vehicleandgeneral@btopenworld.com

CHROME RESTORATION
PITTING REMOVED FROM DIECAST

Ian Webb Specialist Cars

American Car Specialists in the South West
Specialising in parts, restoration and sales
Suppliers & installers of Dynamat
HORNINGTOPS NEAR LISKEARD
ian@ianwebbspecialistcars.com
Tel: 07813 135360

Carhoods Direct

U.S. Soft Top Specialist

T: 0333 666 8007
E: sales@carhoodsdirect.co.uk
W: carhoodsdirect.co.uk

CAR RADIOS REPAIRED & RESTORED AMERICAN CAR RADIOS A SPECIALITY

Any radio restored to original working order. Internal FM modification available.
All radios are guaranteed for 12 months. Mail order available or call in.
A.C. James Car Radio Repair and Restoration Service
10 West View, Paulton, Bristol, Avon BS39 7KJ
regiesradios@aol.co.uk
www.radios.freemove.co.uk
01761 413933

Mustang Maniac

www.mustangmaniac.co.uk
Sales, Repair and Restorations
NEW ONLINE WEBSITE
Contact us via Telephone: 01920 822556
or www.mustangmaniac.co.uk

RetroMarques

- ▲ Car Sourcing & Buying Advice ▲ Sales
- ▲ Storage ▲ Maintenance & Repairs
- ▲ Full bodywork and paint facilities

We are classic car owner-enthusiasts – we take pride in offering good advice and a service that you can trust – at a fair price!

Workshop (WR9 9JZ) Paint & Bodywork (WR14 1AT)
Rob Mears 07791 417191 Keith Hall 07964 934911
www.retro Marques.co.uk



AMERICAN CAR & TRUCK REPAIRS

107 Park Road, Farnborough, Hampshire GU14 6LP
01252 515750

ACDelco O.C.W. Stockist

Castleford American Autos

SALES, REPAIRS, SERVICING AND RESTORATION TO AMERICAN AND CLASSIC VEHICLES SINCE 1980.
MOT, SVA, COMPUTER DIAGNOSTICS, STEAM CLEANING AND UNDERSEALING
See our website for more details
www.cas-am.co.uk
Tel: 01977-604060
E-mail: sales@cas-am.co.uk

PROBUILD AMERICAN

SUPPLY & REBUILD ENGINES TO YOUR SPECIFICATION
07710 623045
Visit
www.probuildamerican.com

BREAKING

MUSTANGS & MUSCLE CARS SPECIALISTS BREAKER 1964-1973



MOB: 07714 546534

CAR SALES

ALEXANDER autos

Tel. 01415 615432
Fax. 01415 615437
Mob. 07801 694854

American Car Specialist

Sales, Parts, Service & Exhausts.
Ask for Billy.
www.alexanderautos.co.uk
41 Paisley Road, Refrew, PA4 8LG

EXHAUSTS

PIPECRAFT AMERICAN EXHAUST SPECIALISTS



PIPES IN MILD & STAINLESS STEEL

Tel: 01268 285535
www.pipecraft.info
We have now moved to: 22-23 Orion Court, Cranes Farm Rd, Basildon, Essex, SS14 3DB

INSURANCE

a-plan

American car insurance
Call now for a quote on
01635 874646
Authorised and regulated by the Financial Conduct Authority.

diamond insurance consultants

you're in safe hands
Classic car insurance
As we have been insuring classic vehicles since 1986 we know how to protect your treasured possessions. We insure anything from cars to motorbikes, military vehicles to vintage tractors and even steam engines!
● Comprehensive cover, agreed value policies with breakdown options
● Limited mileage - 1,500 to 11,000 miles per annum (subject to vehicle year)
● Age of vehicle and club discounts given
E info@diamondinsurance.net
www.diamondinsurance.net
call now for a free quote 01442 825481

American Car Insurance

From Classic to everyday use.
Great Rates with extra discounts for limited mileage
Club membership discounts
Travel Insurance specialists
For a Fast and Friendly service contact us now
STEVENAGE INSURANCE SERVICES LTD
Tel: 01438 313251
EMAIL: stevenageinsltd@aol.com

LIGHTING

Seriously good headlamp upgrades & LED bulbs for classics

0121 773 7000

enquiries@bettercarlighting.co.uk
www.bettercarlighting.co.uk

NEW & USED PARTS

www.pontiacparts.co.uk
1970-1981 Pontiac Firebird & Trans-Am Used Parts
Stock always changing
Call: 07976 235711
or e-mail:
pontiac@ntlworld.com
The UK's only F-Body used Parts store!
Cars, Engines, & Parts also wanted

NEW & USED PARTS

Bauer Millett

GENUINE PARTS FOR NORTH AMERICAN GM VEHICLES, CHRYSLER AND JEEP
2 DARK LANE, MANCHESTER, M12 6FA
SERVICE: 0161 667 8780 PARTS: 0161 667 8790

Tel +44 (0) 1274 688968
www.rodleymotors.co.uk
see our main advert for complete garage services

claremont CORVETTE

VISIT OUR NEW EBAY STORE

Over 900 Corvette parts listed
Tel: 01634 244444

* Ford * Chevrolet * Cadillac
bitz4oldkarz
1920 ~ 1985 American & British vehicle parts
New, old stock or used for servicing, repair, restoration
"If we don't have them, we'll find the parts you need"
Phone/fax: 02380-849311
Mobile/text: 07973-673710
sales@bitz4oldkarz.com
Parts stock in UK and USA.
www.bitz4oldkarz.com
* Chrysler * Packard * Oldsmobile

USA Automotive Ltd

Parts for all American Cars & Trucks
If it's available – we can supply it!
Tel. (01234) 273155
Fax. (01234) 273064
email.
sales@usauto.co.uk

To advertise call Sophie or Nicole on 01507 529592

NEW & USED PARTS

CM Frost Auto Parts
THE UK'S ORIGINAL IMPORTER OF AMERICAN AUTO PARTS - EST 1966

FELPRO **WAGNER**
NATIONAL **KENDON** **POWER** **WAGNER**

STANDARD & CUSTOM EXHAUSTS FOR 1955 TO PRESENT DAY
REGULAR AIR FREIGHT SHIPMENTS... OCEAN PALLET & CONTAINERS

www.cmfrost.co.uk
Tel: 01933 225564 Fax: 01933 226093
Email: info@cmfrost.co.uk

TOPSPEED
Automotive Ltd
17-19 The Broadway, New Haw, Surrey KT15 3EU

Distributors of leading makes of motoring spares & accessories
Specialising in European, Classic & American Performance parts.

www.topspeedparts.co.uk
info@topspeedparts.co.uk
01932 341700

Ultimate Spares of America
~ Buick ~ Cadillac ~ Chevrolet ~
Chrysler ~ Dodge ~ Ford ~ GMC
~ Jeep ~ Lincoln ~ Mercury ~
Oldsmobile ~ Plymouth ~ Pontiac

New **eBay** Shop
24 hours
7 days
a week

Great deals on thousands of parts in the UK and ready for fast delivery

ultimatespares.co.uk
Tel 01953 601410

SPECIALIST AUTOPARTS
Quality parts at great prices!
Workshop facilities with computer diagnostics. Weekly air freights.
Mail order - Next day delivery

Phone: Yeovil (01935) 426517
Fax: Yeovil (01935) 433628
email: barry@specauto.co.uk
www.specialistautoparts.com


The Key Supplier for American Vehicle Parts...

AmericanVehicleParts.co.uk
Tel: 01376 552552

EUROPA SVT
Sales & Advice Team
01283 815609
www.europaspares.com/SVT

- International Shipping
- Next Day Delivery
- Dedicated Sales Team

• Over 33 Years Industry Experience

All Major Cards Accepted

Secure Online Shopping

CORVETTE KINGDOM
100% CORVETTE
A total service for the Corvette owner. Used car sales and purchase. Comprehensive parts service

Tel: 01263 739944
www.corvetteuk.com

Rustys Speed Shop
AMERICAN VEHICLE PARTS AND LITERATURE

SERVICE, REPAIR & PERFORMANCE PARTS,
1500+ FACTORY AMERICAN & AUSTRALIAN
WORKSHOP & OWNERS MANUALS IN STOCK
20,000+ AMERICAN, CUSTOM, HOT ROD MAGAZINES
PERFORMANCE & CUSTOM GROSSY BOOKS
MODEL KITS & DISCAST MODELS

01305 824048. rustyspeedshop@aol.com
www.RUSTYSPEEDSHOP.COM

for the **A-Z USA SPARES**
the place to visit is:

T: 01923 221776
Fitting Service Available

Unit 1b Sandown Rd Industrial Estate,
Sandown Rd, Watford, Hertfordshire,
England (UK) WD24 7UB
T: 01923 225237
Email: americancarspares@yahoo.co.uk

PLATES

States Plates
CUSTOM MADE
PRESSED ALUMINIUM
USA STYLE PLATES
Siret No: 50853824600010

NEW CONTACT NUMBER
TELEPHONE
0033 553 582910

NOW ORDER ONLINE AT:
WWW.STATES-PLATES.COM

U.S. STYLE* SHOW PLATES
QUALITY REFLECTIVE PERSPEX PLATES WITH...
FREE CHOICE OF NAME OR SLOGAN
SUPPLIED ALONG THE TOP & BOTTOM

REFLECTIVE WHITE / YELLOW	£35 pair
BLACK & SILVER	£35 pair
BLACK & CHROME	£40 pair
P+P £2.95	

0161 941 6063
or make your plate online @
www.impactshowplates.co.uk


Send cheques or postal orders to: IMPACT,
Unit 6B Lyon Road,
Altrincham, Cheshire WA14 5DG

RADIATORS

Est 1962
AARON RADIATOR


Classic Car Radiators
National Service call 020 3327 1472

SHIPPING SERVICES & TRANSPORTATION

autofreight
international vehicle shipping & storage

we lead others follow ;

- International Shipping
- Seafreight / Airfreight
- RoRo & Container
- Customs Clearance
- Marine Insurance
- Transport
- Storage
- Same Day International Payments

whatever your needs please contact us on ;

tel: 01483 222 256
fax: 01483 224 667
email: autofreight@aol.com
web: www.autofreight.co.uk

GOLDEN CHARIOTS INTERNATIONAL
Specialist Vehicle Shipping

- Importing
- Exporting
- Marine Insurance
- Vehicle Collections
- Roll on Roll Off
- Containerised
- MOT/IVA/SVA's
- Vehicle Inspections
- Vehicle Registrations
- Same Day Payments to sellers via Wire Transfer or PayPal

Sponsors of the AAC-UK & MOCGB
www.goldenchariotsinternational.com

01902-790797
7 Days a Week 9-9
See our Main Advert

RYLEC SHIPPING

- Specialists in car shipping to/from all overseas destinations
- Overseas agents in USA & Japan
- Marine Insurance and Customs Clearance
- Shipment by Ro/Ro & Container
- Quality Service. The care and consideration you expect for the complete professional package.

RYLEC SHIPPING
SHEERNESS DOCKS
Tel: 01795 876000
Fax: 01795 875000
Email: sales@rylecshipping.co.uk
www.rylecshipping.co.uk

Schumacher Cargo UK Ltd

The UK's and USA's Premier Auto Shipping Experts
We aim to take the confusion out of automobile shipping.

Cars, Vans, Pickups, Motorhomes, Boats, Motorcycles and more.

YOU NAME IT... WE SHIP IT!
Container
Roll on Roll Off
Airfreight
LCL / FCL

Warehouses at every major mainland port in the UK!
Agents in countries all over the world.
Marine Transit Insurance and Customs Clearance available.
For a quotation or to simply discuss any shipping needs or concerns.

CONTACT IAN OR CLAIRE
Tel: 01449 723576
Fax: 01449 723702

Email:
Email: ian@sccluk.org, claire@sccluk.org
Please quote 'ClassicAmerican'
For Vessel Arrivals follow us on twitter @clairescluk

BIFA
BRITISH INTERNATIONAL FREIGHT ASSOCIATION

To advertise call Sophie or Nicole on 01507 529592

SHIPPING SERVICES & TRANSPORTATION

CAR TRANSPORT



"Your car in safe hands"

- Full car transport insurance up to £100k
- Deliveries to mainland Europe
- Owner driver

Call Bob on 07780 807202
email: bob@carriedsafely.co.uk
www.carriedsafely.co.uk

D.W. TRANSPORT SERVICES

Entrust your vehicle to D.W. Transport for your Storage and Transportation needs.

The professionally run, well established company that take pride in giving the best services to your pride and joy.

Tel: +44 (0) 1795 511332
Mob: +44 (0) 7831 330 909
sales@dwtransport.co.uk
www.dwtransport.co.uk

Instant Shipping Calculator



www.shipmycar.co.uk
t: 01908 887917

WANTED



Enthusiastic buyers of
**Classic American Cars,
Trucks & Hot Rods**

Call Andrew on
07836 226228/01245 248888
sales@standrewsautos.co.uk
www.standrewsautos.co.uk

TYRES & WHEELS

NORTH HANTS
TYRES & WHEELS
est. 1948
www.northhantstyres.com
01252 318666
sales@northhantstyres.com
Europe's Largest Distributor
of Authentic Classic, Vintage
and American tyres!

American car tyres
classic black & white wall
★★★★★
t: 01590 612261
www.vintagetyres.com
sales@vintagetyres.co.uk
50 YEARS
VINTAGE TYRES

**Deadline for
advertising in the
next issue is
Wednesday
November 19**

WINDSCREENS

ALLGLASS Mobile Services

Specialist Vehicle Glazing

Lowest prices for American
Cars, Trucks and Vans
Custom made Safety glass for
Hot Rods, LEXAN for Race Cars

020 8311 5663

www.allglass.co.uk

PETER JONES

THE AMERICAN WINDSHIELD
AND AUTO GLASS SERVICE

PHONE: 07836 208478
Email: amglass@fsmail.net
FITTING - DELIVERY NATIONWIDE
www.americanglass.co.uk



TRADERS' MARKETPLACE



HILLTOP SERVICES HONITON, DEVON
SERVICING AND REPAIRS
LATEST USA DIAGNOSTICS
PROFESSIONAL MOT & IVA WORK
PARTS AND VEHICLE IMPORTS
RV AND CAMPER REPAIRS
ENGINE REBUILDS
CUSTOM EXHAUSTS MADE TO MEASURE
POWERSTROKE DIESEL SPECIALISTS
Tel: 01404 861525

£500 up to £1000+ Cash Reward
For information regards the Blue Ford Mustang in the picture

Reg: PGJ 183L
Chassis No: 5F09T608666
It was originally a 6 cylinder but had a V8 fitted later on. It had 4 stud wheels and had a blue interior.
Last known location it was in the Bridgened area, S. Wales and was collected by two men with a car trailer about 20 years ago.
Somebody out there must know or remember something about this car. It's not every day you see one on a trailer.

Distance is no object!
Tel: Leighton on 07836 226792

ALL CLASSIC AMERICAN
CLASSIC ROLLS AND BENTLEY
TRANSMISSION REPAIRS
In UK or Spain
Mr Dodd wishes you a very
Merry Christmas,
keep coming to do the
course and learn how
your Automatic Gear Box Works.
www.automaticgearboxspain.com
johndodd2001@hotmail.com
Tel: 00 34 609 502 932
Phone me and i'll phone you back...
anywhere in the world

**Late, low
mileage stock
wanted**
Cash paid.
**David Boatwright
Partnership**
01376 552399

**CORVETTE
WANTED**
Rough or mint
**01507
450699**

**To advertise call
Sophie or Nicole
on 01507
529592**

**Castleford American
Autos**

**1975 Chevrolet Impala 4 Door
Sedan. 350 V8 Automatic..... £5,995**

**1996 Pontiac Trans Am Firebird. 5.7
litre V8 Automatic..... £3,595**

Looking for a bargain? Check out our website parts page for some very interesting American parts
See our website for more details **www.cas-am.co.uk**
Tel: 01977-604060 | E-mail: sales@cas-am.co.uk

Fast Lane Classics

**1970 Pontiac GTO Judge Clone Frame
off resto Fantastic cond..... £22,995**

**1976 Chevy Van V8 Auto Rare and
Rust Free..... £9,995**

Web: **www.fastlane classics.co.uk** Email: **info@fastlane classics.co.uk**
Tel: 01727 809813 or 07831 362446
Viewing strictly by appointment in Hertfordshire



Importers, Restorers and Custom Painters of all American and Classic Cars. Part or full restorations undertaken. Specialising in sourcing and importing rust free classic cars and parts from Sunny California.

www.kzkustomz.co.uk
Kevin 07919 893580

kev@kzkustomz.co.uk
Zenn 07900735299



1964 Chevrolet C10 Pick up 350 V8 Manual No Rust! Drives like new. Everything working Needs Cosmetics. Comes with UK Registration and Full MOT.£8450



1967 Dodge Monaco 500 2dht. 100% Original. Never painted, no rust & never even touched up! Sun bleached paint & interior. Bucket seats, centre console with stick shift. 383 V8 Auto. Runs perfect. Good headliner and door cards. Recent vinyl roof. Comes with UK reg & MOT.....£10,000



1962 Ford F100 Pick Up 292 V8 Manual Dry stored last 25 years! Ancient paint job. Scratched and sun-bleached. Runs Good. Alloy Wheels. New carpets and seat. Reconditioned gearbox, new prop shaft, rebuilt radiator. Only rust in lower tailgate.£7995



FOLLOWING CARS FOR HIRE
1972 Cadillac Superior Hearse.
1970 Lincoln Continental
1967 Cadillac Coupe de Ville
1960 Lincoln Continental
Proms, weddings, funerals and special occasions

1974 Kawasaki 500 Triple, totally original condition. 9,000 miles from new.....**SOLD**

A SELECTION OF BEACH CRUISERS CUSTOM PUSHBIKES

PART EXCHANGE FOR CARS, BIKES, UNFINISHED PROJECTS, CLASSIC CARS, HOT RODS

American Car Specialists

Offering the best service to meet your needs whether its a bulb change or an engine rebuild Don't wait, call NOW!!



C.A.R.S.
Complete Automotive Repair Service

Tel: 01825 722641
Email: americancars1@btconnect.com
Based in Uckfield, East Sussex

CLASSIC AMERICAN

Like us on



facebook

facebook.com/ClassicAmericanMag

MANCHESTER CENTRAL

ULTIMATE CUSTOM SHOW

10th & 11th JANUARY 2015

LIVE ACTION ARENA WITH AMAZING LOWRIDERS

THE UK'S NO 1 ROCKABILLY BAND
THE HOUND DOGS

CUSTOM TRUCKS, PICK UPS, VANS, CARS, BIKES, TRIKES, PLUS LIVE BANDS AND SO MUCH MORE

MEET STARS FROM T.V.'s

LIZARD LICK TOWING

GET LICKED AT MANCHESTER CENTRAL!

CALL: 01775 768661

ADVANCE TICKETS VISIT:

WWW.ULTIMATECUSTOMSHOW.CO.UK

MEDIA PARTNER

KELSEY media

CUSTOM CAR

retro cars online

FAST

CLASSIC Car Buyer

Tel: 01592 873003
 Mobile: 07540 165851
 Viewing by appointment
 Email: g.glen-whr@sky.com
 www.kingdomkustoms.co.uk



KINGDOM KUSTOMS



Ford Mustang Cobra R £48,850
 2000 model one of 300 factory SVT cars 5.4 V8 and 6 speed Tremec, this is a Kenny Brown Edition only 4500 Miles from new totally mint



2004 Ford Mustang Cobra SVT Terminator £24,995
 Performance Orange this car has a Ford Racing Forged Block with Kenne Bell

supercharger a fortune has been spent Huge list of Top Quality Upgrades. Producing a verified 675 BHP on V power 750 BHP on Race Fuel for more info contact us



1954 Buick Century £17,995

2 door coupe V8 with 3 speed manual, only 65k miles and one previous owner from new, always garaged and the very best example anywhere.



1954 Ford Customline Sedan £10,995

First year of the ohv V8s with 3 speed manual column change, beautiful colour combination and the very nicest of examples anywhere.



1955 Ford Crown Victoria £13,750

2 door coupe 302 V8, modern power disc conversion, air con, style with modern drivability, spectacular well maintained example at below market price.



1956 Imperial Sedan 354 £12,850

V8 Hemi Engine this is a spectacular mid 50s executive car with huge feature list of options, nice interior totally rust free stunning.



1963 Ford Galaxie Convertible V8 £10,995

Auto this is a nice corrosion free 63. New electric roof, drives very well and sensibly priced.



1963 Oldsmobile Dynamic 88 V8 Sedan £9,250

This particular 88 is spotless has the high compression 398 V8 optioned from new, only 34k genuine miles complete with original bill of sale, time warp condition.



1965 Ford Mustang £6500

Straight six with three speed manual, nice sound car with tidy interior that drives well



1953 Packard Clipper Mayfair £13895

2 door nice rock solid car with super smooth straight eight and automatic transmission, spotless interior and lovely period colour scheme



1949 Plymouth De-Luxe 2 door sedan £7999

6 cyl White walls tidy interior nice California car.



1964 Chevrolet Chevelle El Camino 350 V8 £11,995

with Auto transmission, spotless Red interior, Rally Style wheels, rare and in very good order indeed.



1968 Chevrolet C10 SWB 350 V8 £10,995

Auto Pick up this is high quality truck with that's been very well looked after indeed almost show quality inside and out.



1963 GMC Pick-up £9850

Brand New Auto Transmission! Air Conditioning Cool and unique Suburban tailgate, nice driving truck.



1969 Lincoln Continental £12,995

2 door coupe, last year of the Kennedy style cars this 89k mile car is in exceptional condition throughout with 20" American racing alloy wheels (originals available). Stunning comfortable cruiser.



1969 Mercury Cougar 351 V8 £12,995

Lifted and on 22inch Chrome Rims Stunning looking car



1972 Chevrolet Cheyenne 454 SS £10,995

Big Block 500 rear wheel BHP runs mid to low 11 s 1/4s n corrosion issues nice interior very quick Sleeper Truck



1955 Packard 400 two door V8 Auto £15,995

This factory tri coloured car has been very well looked after interior is spotless and it drives beautifully

Classic cars and parts sourced and imported on order. Call or email with your requirements. Partners in Texas and Georgia.

CLASSIC AMERICAN

Classic American has always been the best place to advertise your American car, spares or Americana.

All private adverts are FREE!

- Upload your advert at www.classic-american.com
- You can cancel or renew your advert by calling 01507 529323
- We cannot accept new Reader Adverts over the phone

IMPORTANT INFORMATION: READER ADVERTS APPEAR FOR 3 MONTHS ONLY
IF YOU PLACE YOUR AD ONLINE, CANCELLATION INFORMATION WILL BE IN YOUR CONFIRMATION EMAIL, OR CALL US TO RENEW ON **01507 529323**

Upload your free advert today - www.classic-american.com



There is no other medium so effective as Classic American's Reader Adverts – so why not take advantage of them right now? Simply complete the form below and send it as soon as possible to: **Classic American Magazine, PO Box 99, Horncastle, Lincolnshire LN9 6LZ.**

It is our policy at Classic American not to accept private adverts from traders. If, whilst looking for a vehicle in Classic American, you experience a trader advertising as a private seller, please call us on 01507 529529 and we will take appropriate action.

Advertisements can be accepted on this form, photocopy, email or internet.

If you are a trader, give our advertising department a call on 01507 524004 for our latest display ad rates

Terms and conditions for private advertisers

- The advert copy provided by the customer must be legal, decent, honest and truthful and comply with the code of the Advertising Standards Authority (www.asa.org.uk). Classic American may amend the advertisement to ensure compliance with these requirements.
- Classic American is not able to verify the truthfulness of any statements made by a customer in the advert copy. Accordingly, the customer will be responsible for any losses, expenses or other costs incurred by Classic American which are caused by an untrue statement made deliberately.
- In order to meet its production and other editorial requirements, Classic American reserves the right to re-classify, edit the copy or

alter the size or colouring of any advert.

- Photo adverts are only available in the Cars for sale section. We are happy to accept reader adverts for parts and Americana for sale and cars and parts wanted, but these may appear without photographs.
- Whilst every effort is made to include your free advert correctly, due to the large volume of

adverts we receive, we are unable to take telephone calls should an error occur. You are welcome to resubmit your corrected advert for inclusion in the next available issue.

6. We can only accept one photograph per coupon.

7. Please enclose a stamped address envelope if you would like your photograph to be returned.

Classic American Reader Adverts

Make	Model	Price

Choose a section

- ☐ Cars for sale ☐ Parts for sale
☐ Wanted ☐ Parts wanted
☐ Miscellaneous ☐ Picture enclosed

Name:

Address:

Area/County:

Telephone:

Email: *Not published

Signature: I confirm that I am not a dealer

Date:

On occasions Mortons Media Group, publisher of Classic American, shares selected information with its sister companies within the Mortons Group of Companies and with other reputable companies, who may contact you about products and services that may be of interest to you. If you DO NOT wish to have the details given here passed on, please tick this box ☐

MONTH

CODE

AUSTIN RAT ROD



34, V6, auto, t&t, lots of good ingredients, fast & noisy, fetched in C.C. 18 months ago, offers over **£7000**
Tel. Dave 01677 470597. Essex

BOSS HOSS TRIKE



Chevy 5.7 with auto box, two owners with history, only six in the country, **£22,995**
Tel. 07798 866071. Middx

BUICK LE SABRE 364CI



1961, Wildcat, very rare and original, many optional extras, (p/s p/b a/c), great interior and underneath, panoramic r/w, some blemishes, runs well, **£8995 ono**
Tel. 07891 958487. Herts

BUICK SKYLARK



1965, unfinished project, all there "just needs putting back together" solid shell, frame off, late model Buick front suspension, choice of engines, **£17,950 ono**
Tel. 00 353 85 8289922. Eire
Email: nickstratta@gmail.com

BUICK SKYLARK



1970 5.7 ltr v8 convertible Restored, lots of work done, too much to list. MOT and tax June 2015. Reason for sale is to fund a new project. For sale at **£11,500 ono**
Tel. 07736 688021. Co Armagh

BUICK SKYLARK



1968, convertible, full restoration before import in 2007 including upgraded to 455 CI Wildcat engine, **£17,250**
Tel. 01204 791357. Lancs

BUICK SPECIAL



1942, Straight 8, twin carbs, manual, 100% solid, like new, orig head lining, new fuel tank and tyres, runs beautiful, some spares, **£7300**
Tel. 01689 812998; 07956 543421. Kent

BUICK SPECIAL



1937, very solid car just imported from States, good condition, needs small amount of work, **£13,250 CLAS-42382.jpgono**
Tel. 07702 274887. W Yorks

BUICK SPECIAL



1953 for sale, ideal wedding/prom car, real head turner, poss p/x considered, **£9500 ono**
Tel. 01493 600711; 07970 673836. Norfolk

BUICK SUPER



1952, in need of restoration, has not got engine or gearbox, has got all other parts, **£3000**
Tel. 01732 355250 for details.. Kent

BUICK SUPER 8



1941, immaculate condition throughout, no rust anywhere, drives superb, first to see will buy, **£22,000**
Tel. 01992 893708 M.07973 744231. Essex

C10 STEPSIDE



1964, lower price due to impending changes, new ball joints, springs, battery, wood bed, over 3000 spent, MoT, registered, drive away, clean tidy truck, **£8999**
Tel. 07957 950288. B'ham



Classic American Car Insurance
0800 081 8989
adrianflux.co.uk

CADILLAC



1940, 2 dr Coupe, Series 62, lovely V8 engine, twin side mounts, orig car, v solid, some dents on body and faded paint but great patina, VAT and title docs register, **£17,950 ono**
Tel. 07702 274887. W Yorks

CADILLAC ALLANTE



1988, all taxes paid, Nova vert, unreg in UK, needs work, rare car in UK. **Offers**
Tel. 0161 4274625. Cheshire

CADILLAC COUPE DEVILLE



1979, 7.0, V8, 425 Big Block, auto, silver/grey cloth, vinyl roof, 4new tyres, MoT July 2015, very rare factory Big Block coupe in vgc, **£7950 ono**
Tel. 07860 616737. W Sussex

CADILLAC COUPE DEVILLE



1959, engine and transmission rebuilt, great body in white, p/brakes, p/s, p/w, 6 way power seat, drives beautifully, retirement forces reluctant sale, **£32,500**
Tel. 07837 766421 for details. Avon

CADILLAC COUPE DEVILLE



8.2L, 1976, 26,000, MoT fantastic original rust free condition, emerald green leather interior, new starter/steering box/radiator, used regularly, **£8000 ono**
Tel. 07803 175314. London

CADILLAC COUPE DEVILLE



1975, outstanding original condition all round, 39k miles, must be seen, unmarked, green cloth and leather interior, **£9250**
Tel. 01273 493250. W Sussex

CADILLAC DEVILLE SALOON



Imported from Idaho in 1997, full leather interior and all the extras you would expect of a car of this age, c/c, c/l, e/w/s all round, auto, 4.9L petrol, MoT Nov
Tel. 0774 6011024. Lanarks

CADILLAC ELDORADO



Touring coupe, pearl white met exterior with soft supple black leather, smooth and powerful 4.9 ltr engine, 2-dr Export model, 88k miles, lovingly cared for, **£3000 ono**
Tel. 07738 246649. Middx

CADILLAC ELDORADO



Coupe, dark blue/white, 8.2 litre, 500 cu in, new g/box, 30k miles, one owner, LA car, original documents, vgc, **£9999**
Tel. 0784 6001760. Gwynedd

CADILLAC FLEETWOOD



Brougham, ex Embassy car, 1994, long MoT, superb throughout, has to be seen, **£6500**
Tel. 01580 212141; 07710 480259 anytime. E Sussex

CADILLAC FLEETWOOD



Beautiful Brougham, originally reg back in 1995, all original, and a real classic American car, 5.7 litre engine, low mileage for its age, serviced regally, year's MoT, **£3500**
Tel. 01424 754212. E Sussex

CADILLAC FLEETWOOD



Brougham D'Elegance, 1983, a really lovely car, our pride and joy for the last 12 yrs, rebuilt engine, full respray and custom vinyl roof, tons of spares inc spare engine, **£3500**
Tel. 01728 685902. Suffolk

CADILLAC SERIES 62



1959, very original, exceptional original interior, body good but needs minor attention, runs but needs head gaskets replacing, **£20,000**
Tel. Martin 07911 740110. Guernsey

CADILLAC SERIES 62



1959, choice of two, red or blue, great condition, drives well, fully loaded, private collection, **£65,000 each or £120,000 the pair**
Tel. 01895 255611 or 07593 225797. Middx

CADILLAC SERIES 62



1960, 11 mths' MoT, tax exempt, matching numbers, outstanding condition with original interior, full brakes overhaul, detachable tow bar, ideal wedding car, **£15,995**
Tel. 07584 904361. Norfolk

CADILLAC SERIES 62



Cadillac, 1955, convertible, triple, white, MoT, tax exempt, drives well, **£30,000**
Tel. 01895 255611; 07593 225797. Middx

CADILLAC SEVILLE STS



1998, 4.6L, 305bhp, 98k miles, 9 mths' MoT, vg example of fwd/rhd 'modern' Cadillacs, exc bodywork and mechanics, air bags, a/c, Bose sound system, leather int, **£1595 ono**
Tel. 07803 175314. London



CADILLAC STS

1999, 4.6, in as new condition, 68k, multi point, LPG system, cheaper to run than a Mini, 11 months' MoT, mint inside and out, no issues at all, perfect example, **£2600**

Tel. 07796 418382. Tyne & Wear

CAMARO Z28

5.7, V8, 1997, 53k miles, MoTs to support, drives really well, body kit, leather etc etc, **£5250**

Tel. 01268 565788. Essex

CHEVELLE

66, Blown 468 big block 800 bhp, fresh Pro street build, disc brakes, Tremec 5 speed, full bare metal re-spray, many mods, phone for full spec, **£35,000**

Tel. 07813 758184. Dyfed

CHEVROLET 1500

Pick-up truck, 1995, prof fitted Mercedes Sprinter engine and box (diesel), MoT, 20" alloys, p/s, p/b, p/w, also c/w private plate worth £1000, **£3995**

Tel. 07944 603038. Essex

CHEVROLET 3100

Pick-up, 1957, Straight 6, 3-speed, manual, all original run gear, recent paint, lots of work already done, driven daily, **£12,000**

Tel. 07879 431269. Oxford

CHEVROLET 3200 PICK UP

1956, in genuine original condition, UK reg, on the road, show winner, one of the most original around, **£9800**

Tel. 01494 818325. Bucks

CHEVROLET ASTRO DAY VAN

1997, 4.3i Vortec, one-off Custom 2-tone leather interior, 6 seats, great drive real head turner, **£5500 ono**

Tel. 07861 045336. W Midlands

CHEVROLET AVALANCHE Z71

4x4, first reg 2006, 5.3, V8, MoT July 15, platinum paintwork with half charcoal leather, family owned since 2008, excellent condition, may p/x, **£2000**

Tel. 07970 741996. Gwent

CHEVROLET BLAZER LT

4.3, V6, auto, 1999, V, 105k, black, r/h/d, t&t, full s/h, owned 13 yrs, US rear bumper, CURT hitch, Dynamax catback, EBC f/brakes, reliable daily driver, **£2000**

Tel. 01296 424605. Aylesbury, Bucks

CHEVROLET C10

1962, LWB Fleetside pick-up truck, fresh California import, t&t, reg, lowered, Whitewalls, full deluxe trim, nice int, full wood bed, Straight 6, 3-sp gearbox, **£12,000**

Tel. 01202 678845. Dorset

CHEVROLET C10

5.7, two wheel drive, winch, tow bar, CB radio/CD, MoT, excellent condition, **£5500**

Tel. 07402 420041. Kent

CHEVROLET C1500

Pick-up, 305, V8, auto, fitted with LPG, taxed until 11-14, MoT until June 15, genuine reason for sale, **£2500**

Tel. 01332 551849. Derbys

CHEVROLET CAMARO

V6 auto, 1994, owned since 2001, offers, good runner, needs a little tlc, **£1500**

Tel. 7989400827. Staffs

CHEVROLET CAMARO

3.8 manual, 2000 (W), 36k km only, full s/h, excellent condition, tax and MoT to Jan 2015, Euro spec, very reliable, **£3500**

Tel. 07855 235995. Cornwall

CHEVROLET CAMARO

1998, V6, T-Tops, new pads, new battery, full MoT and tax, excellent clean example, **£2500 ono**

Tel. 0208 2082409. London

CHEVROLET CAMARO 5.7L

1981, V8, Auto High Performance Muscle Car, reliable and comfortable, modified/upgraded in every area, designed for daily use, loads of history, MoT, cheap ins, **£7950 ono**

Tel. Paul 07775 775134. Herts

CHEVROLET CAMARO Z28

1999, 5.7 auto, beautiful rare model, silver, black roof, T-tops, 160 mph, 88k miles, MoT Mar 2015, used daily, same owner 10 years, books included, must sell, **£5500**

07983 051776; 0208 3632800. Middx

CHEVROLET CAMARO Z-28

1986, 5.0, 305ci, V8, 5sp manual, T-tops, side exhausts, Pontiac wheels, new BF Goodrich tyres, 86k, MoT Nov, tax Oct, good condition, ready to drive, a real head turner!

Tel. 07592 350346. Warks

CHEVROLET CAPRICE

Classic Estate, one owner, 1977, 74k miles from new, 8 seater, duel tailgate, selling due to bereavement, **£3250 ono**

Tel. 01582 661768 for more info, eves w/ends. Beds

CHEVROLET CHEVELLE

1969, full bare metal respray, 1994 Corvette LT1 350 sbc, carb conversion, TH350 trans, clean int, v straight car, all original paperwork from new! many new parts. **£16,000 ono**

Tel. 07905 578738. E Yorks

CHEVROLET CORVETTE

1978, Anni model, manual, 4-sp gearbox, 18,120 miles, one previous owner, 350 CID, white leather int, Goodyear tyres, exc, (no plate subject to retention), **£14,000 ono**

Tel. 01622 891709. Kent

CHEVROLET CORVETTE

1996, Collectors Edition, silver, grey leather, 13k miles from new, excellent condition, glass roof, new tyres, always garaged, **£14,995**

Tel. Richard 01253 722057/07557 516256. Lancs

CHEVROLET CORVETTE

Coupe, black/black leather interior, glass top, fully loaded, K&N filter, s/steel exhaust, 62k miles, tax Nov 2014, MoT Feb 2015, good condition, **£11,995**

Tel. 01985 219818. Wilts

CHEVROLET CORVETTE

1974, Stingray 454 LS5 auto, matching nos, survivor car, 98k miles, a/c, light cloth interior, T-top, not registered in UK, duty & custom paid, vgc, **£15,995**

Tel. 07941 002851. London

CHEVROLET CORVETTE C5

2001, (£3000 worth of upgrades!!), 5.7 ltr, automatic, two owners from new (sold brand new here in the UK), exc cond throughout, **£12,995**

Tel. 0787 648 4859 for genuine enquiries please. Tyne & Wear.

CHEVROLET EL CAMINO

1966, PS, PB, Auto, new interior, new mot, V8, exceptional condition, **£8995**

Tel. 07958 962664 (t).

CHEVROLET EXPRESS 2500

1998, V8 auto, petrol/LPG, 9-seater Day van, good condition throughout, all usual extras, tax and MoT, for sale with or without trailer, **£7995 complete p/x or swap**

Tel. 07796 755976. Hants

CHEVROLET FLEETLINE

Aero Sedan, 1948, recently imported from American and stored in an indoor collection for 10 yrs plus, American title and Nova cert available, UK reg in progress, **£17,950**

01892 724800; 07836 780322. Kent

CLASSIC AMERICAN READER ADVERTS

Upload your advert at
www.classic-american.com

Private ads appear for **3 months only**
Contact us to cancel or renew.

Call **01507 529323**



0800 081 8989 adrianflux.co.uk

Authorised and regulated by the Financial Services Authority

CHEVROLET G20



Sport van, 6.2 diesel auto, 1984, runs and drivers good, 12 months' MoT, inside and out price, **£18,500**
Tel. **0208 6620302**, London

CHEVROLET IMPALA



Reluctantly selling my rare 1973 Custom Coupe, 2-dr 5.7cc 350, V8, metallic red, MoT, tax exempt, lots of work done, **£6999**
Tel. **07956 266191**, Essex

CHEVROLET IMPALA



1959, 4-dr, 4.6, V8, a stunning car, **£21,000**
Tel. **07778 504079; 01278 428518**, Somerset

CHEVROLET MASTER SEDAN



1934, r/h/d, 4-door, used weekly, good running order, NZ import, no rust, orig cond, rewired, rechromed, new window rubbers and engine mountings, 6 cyl OHV 3, **£10,000 ono**
Tel. **01206 309822**, Essex

CHEVROLET SEDAN



Delivery, 1953 Ratrod, V8 305CI, THM700-R4, runs/drives, Dutch registration, **£11,999**
Tel. **00 316 531 16548**, Holland

CHEVROLET STATION WAGON



1957, 305 CI, TH 350 Trans, lovely inside and out price, **£18,500**
Tel. **0208 6620302**, London

CHEVY 454 BIG BLOCK



Dually, crew cab pick-up truck, barn stored for over 15 yrs ago, used to tow a 35ft 5th wheel, s a superb vehicle and totally reliable, needs body work and tyres,
Tel. **07949 110430**, W Yorks

CHEVY AVALANCHE



2002, North Face LPG, tow pack, 4x4, **£9950**
Tel. **0798 4030908**, Leics

CHEVY AVALANCHE Z71



4x4, MoT July 2015, removable mid gate tow package, all the toys, platinum paint with charcoal leather, family owned since 08. immaculate condition, new brakes, s/h, **£14,995 ono**
Tel. **07970 741996**, Gwent

CHEVY BEL AIR



1960, imported Texas 2013, MoT 6/15, rewired, a/c, outstanding condition, original car, 42k miles, several upgrades, **£16,500 ono**
Tel. **07777 5717199**, Beds

CHEVY BEL AIR



1956, original rebuilt engine 3000 miles ago, new two tone leather interior, bare metal respray, mint car,
Tel. **07976 274353**, Devon

CHEVY BELAIR



1954, 2-de Straight 6, 12v, 3 speed manual, ratty look, bits of rust bottom of doors, good interior, solid body, **£9500**
Tel. **07956 562217**, London

CHEVY C10



1972, 1/2 ton pick-up, long bed step side, 250CI Straight, 6.3 sp manual, 3 seat bench seat, just needs tyres, good cond inside & out, various new bits and pieces, **£6000**
Tel. **07817 926276**, Notts

CHEVY CAMARO RS



1968, 5.8ltr, V8, 10 year full resto, mod turn key, car insured for £45k take **£35,000**
Tel. **Warren 07768 121498**, Surrey

CHEVY CAPRICE



Classic, 1977, rest project, f&r susp, f/brakes, calipers, bushes, steering arms and drop links replaced, engine runs, front floor pan needs replacing, **£750 offers accepted. Can deliver at a cost.** Tel. **07812 241206**, Hants

CHEVY LS1



Convertible, 1993, Suzuki running gear, 3 cyl, 1000cc, used daily, only two in UK, ex Virginia car,
Offers or swaps, why?
Tel. **02476 305065**, W Mids

CHEVY PICK-UP 454 SS



Rare Big Block, short bed, custom exhaust, chrome wheels, genuine 68k, fast, loud and drives sweet, 1992, history, great inside and out, rust free, **£8995 may p/x fast Yank car**
Tel. **07976 238880**, Hants

CHEVY S10 EXTREME



2.2, Ltd Edit, 1999, 107k, T/S s/r, cruise, a/c, airbrush artwork, Gaz shox, reupholstered in red heavy duty vinyl £1200, exc cond, all bills, s/s exhaust, 35+mpg. **£5750 ono**
Tel. **07836 321353** for info/pics, Essex

CHRYSLER 3000



59 reg, V6, diesel, 37,800 miles, full s/h, lux oak, touch screen sat nag, sunroof, Boston sound, full MoT, taxed, steel blue, black leather, much more. **£11,995**
Tel. **01702 553711**, Essex

CHRYSLER 300C



2007, V6 diesel, blue, MoT till Sept 15, 8 months warranty if required, private sale, 85k miles, good condition, full s/h, **£5100 ono**
Tel. **07967 159949**, Enfield, Middx

CHRYSLER 300C



Estate, 2007, r/h/d, private plate, 53k miles, full s/h, grey leather upholstery, privacy glass, Bentley grille, MoT and taxed 2015, **£4950 ono**
Tel. **01333 313776**, Fife

CHRYSLER LE BARON



Convertible, 1992, 40,000 miles, 3 ltd, excellent condition, elec windows and roof, MoT 04/15, cruise control, radio/CD player, a/c, p/s, tonneau cover, **£2250**
01245 420728; 0777 986 8941, Essex

CHRYSLER LE BARON



turbo convertible, 1987, not the V6, the rare turbo charged model! Auto trans, all power, all the options, alloys, trunk rack, trip computer etc, MoT, taxed, **£2250**
Tel. **Steve Miles 07792 497116**, Oxon

CHRYSLER LE BARON



1989, white, convertible, under 10,000 miles, original tyres, hardly worn, tax and MoT for 12 months, unbelievable condition, **£3500 ono**
Tel. **01747 812375**, Dorset

CHRYSLER LE BARON LX



Convertible, drives sweet, no knocks or bangs, does need new passenger side windows and there is a crack on windshield, repairable dent on drivers wing, MoT Sept 14,
Tel. **07463 224702**, Gtr Man

CHRYSLER NEW YORKER



67, 440 CID, very straight car, in nice original condition, no rust, well maintained, t&t, c/w first bill of sale and payment cheque, **£4250 ono**
Tel. **078410 97533**, Surrey

CHRYSLER TOWN & COUNTRY



1966, 383BB, black plate, 2 owners, Cal import, Edelbrock intake manifold, Edelbrock 4bl carb, e/w in great cond, new carpet thr'out, 95% rust free, great tow/festival wagon, rare in UK, **£6500**
Tel. **07503 556774**, Hants

COBRA



rare, Pacific green, gc, recent rear axle L-slip diff and bearings, chrome wheels and good tyres, 4.6, V8 injected with a nice s/s exhaust, **£6000 ono**
Tel. **01604 830430**, Northants

CORVETTE



1977, nos matching, red int, restored in USA to a high std, drives perfect, MoT and taxed, ready to go, has not been in the rain since restored, 57,500 miles, **£29,995**
Tel. **07770 991414**, Beds

CORVETTE 454 LS4



1974, auto, TH400 Stingray, T-top, 98k miles, numbers matching, blue cloth, MoT, a/c, not reg in UK, duty paid, vgc, original.
Tel. **07941 002851**, London



CORVETTE CONVERTIBLE



1991, face lift model, only 38k miles, MoT/taxed, history, be ready for Summer, only needs viewing, more details. **£7950 ono**
Tel. 07976 666136. Dorset

CORVETTE STINGRAY



Red, coupe, 1980, superb condition, red interior like new, mirror T-tops, 340bhp engine, many extras, well admired car, rare in this condition, **£17,995**
Tel. 07593 100801. Cambs

CORVETTE Z16/Z06



2004, full history, needs new home, **£21,995 ono**
Tel. 07974 168120 for more info. Suffolk

DAMON ESCAPER



2001, 32000 miles, 7ltr CAT rear diesel engine, 1 slide-out, lots of extras, very luxurious, **£37500**
Tel. 0793 2033411. Lincs

DJ5 JEEP



1972, full body off restoration, f/disc brakes, 5.7 small block Chevy 700 R4 gearbox, great paint job, these Jeeps were used as post office Jeeps so is r/h drive, **£13,500 ono**
Tel. Peter 07710 675034. Essex

DODGE AVENGER SE



2008, 2L, 47k, diesel manual, s/h, alarm, a/c, c/locking, ESP, ABS, PAS, t&t, air bags, grey cloth interior, AM/FM radio, CD player, **£4250**
Tel. 02392 461389. Hants

DODGE CHALLENGER 440



1970, Magnum 727 auto, Vanishing point, white with dark green leather, a/c, immaculate, restored condition. **£16,500**
Tel. 0794 1002851. London

DODGE CHALLENGER RT



2010, 5.7 Hemi, 40th Anni Ltd Special Edit, furious fuchsia, white leather int, 20" ali wheels, Tremec 6-sp manual trans, as new, just over 5k miles, **£30,000**
Tel. 07432 131021. Essex

DODGE CHARGER



1968, 440 six pack, four speed, lsd, pab, pas, solid car, easy resto, has run 11s, rebuilt motor less than 2k miles, best offer secures. **£9000**
Tel. 07440 096940. Lancs
martywise2@gmail.com for details

DODGE CORONET



1958 2-de Sedan, MoT and tax exempt, nice looking car, great for proms, **£9000**
Tel. 07858 766132. Hants

DODGE CORONET



1970, Magnum R/T, 7.2, 440 CI Big Block, matching numbers car, 12 months' MoT, road tax free, power assisted disc brake conversion on front wheels, **£18,750**
Tel. 07947 306431. Shrops

DODGE CORONET 440



1965, hardtop, built 383 Magnum, 727 with Hurst Quarter Stick, 8.75 posi axle, lots of new parts fitted and c/w more. **£16,500**
Tel. 07759 156711 for details.. Essex



Classic American Car Insurance
0800 081 8989
adrianflux.co.uk

DODGE DAKOTA



1998, looks amazing, sounds amazing, just had 12 months' MoT, only 59k on the clock, first to see will buy!!!
Tel. 07800 667282. W Mids

DODGE DAKOTA R/T



'99, 5.9, V8, auto, excellent condition, new MoT, **£6500 ono**
Tel. 07738 152096. Mid Glam

DODGE RAM



Rare rhd, 51, 27" alloys, new leather int, r/hardtop with spoiler, £1000's spent, sidebars with LEDs, Daytona spoilers, exc bodywork, needs light recommission, **£6500**
Tel. 07813 671978. Shrops

DODGE RAM



MoT, lovely condition for year, immobiliser, drives great, owned several years, a real head turner, just sailed through a new MoT, any questions call Graham on
Tel. 07836 200872. Surrey

DODGE RAM 1500



2002, MoT and taxed, 11" lift, 37" tyres, stainless steel roll bars, 6 overhead lights, strobe lights, auto cruise control, 40k miles, **£10,500 ono**
Tel. 07852 136950 for more details. Beds

DODGE RAM 2500



Pick-up, MoT till Oct 14, needs tlc, good tyres/wheels, drives very well, real power horse, sounds very meaty as you would expect from a Dodge, **£3950 ono p/x possible**
Tel. 07950 440130. Devon

DODGE RAM 3500



4x4 auto diesel Quad Cab Sport, 2001, one owner from new, full s/h, t&t Dec 2014, daily driver, top spec vehicle plus many upgrades and extras - full details on request. **£14,000 ono; no VAT**
Tel. 07758 938340. Middx

DODGE SHELBY DACOTTA



Genuine, fully restored inside & out, 1989, only 1500 models made by Carol Shelby, the only one in the British Isles, loads spent, head turner, rust free. Bargain @ **£15,000**
Tel. 07971 278591 for info. Middx

DODGE STEALTH R/T



1993, serviced, MoT, 6 mths' tax, v orig, v rare, one of only five in the UK, new clutch, tyres, wheels, ice cold a/c, pop-up headlights, ready to cruise, **£4000 ono**
Tel. 07730 213983. S'oton, Hants

EDSEL RANGER



1958, 2 dr, exceptionally original and rust free California car, original E400 engine, Teletouch gear selector disconnected and has a floor mounted gear selector, **£8000**
Tel. 07561 326484. Devon

EDSEL VILLAGER



Estate for sale, 1959, manual box, bodywork, interior and glass all in good condition, new wide whites on chrome wheels, **£10,995**
Tel. 0796 8005420. Dorset

F250 PICK-UP



6.6, V8, 400 miles, £££'s spent on new parts, t&t,
Tel. 07811 715921. Notts

FLEETWOOD TERRA 32S



2003, Ford V10 Triton, petrol/LPG, 20k, 6 berth, large single slide-out lounge/dinette, rear Queen bed, fold-out sofa bed, 5.5kw generator, new large canopy, MoT, **£28,500 ono**
Tel. 07712 583813. Hants

FORD 396 CI



600hp (at 6300rpm) 1968, big block over bored 040 inches with twin 750 holleys, BDS 6.71 supercharger, front end is fitted with Mustang 2 front disk brakes, **£28,000**
Tel. 0784 1027146. Herts

FORD COUPE 289



1966, 289, V8, A code, power steering, auto, pony trim, fully detailed engine bay dead straight rust free any inspection welcome, new MoT, **£15,250 ono**
Tel. 07711 500276. Essex

FORD CUSTOM DELUXE



4-dr Sedan, 1950, fully restored, show winning, best in Europe, full history, excellent reliable running car, as featured in Classic American, Jan 2012, a steal at **£16,500 ono**
Tel. 07539 773093. Kent

ROAD TAX IS NOW NON-TRANSFERABLE

New government rules means vehicles can no longer be sold complete with road tax. If there is any road tax remaining on a vehicle you're selling contact the DVLA for a refund. You now have to apply for new road tax whenever you buy a vehicle.

For more info, visit www.gov.uk/government/news/vehicle-tax-changes

We have made every effort to remove any mention of vehicle tax but please ignore any which may have slipped through.



0800 081 8989 adrianflux.co.uk

Authorised and regulated by the Financial Services Authority

FORD CUSTOM F250



1971, 5900cc, V8 pick-up truck, fully UK registered, tax exempt, true survivor with many updates, fresh in from Arizona, 12 mths MoT, ready to drive away.

Tel. 07800 955626. *W Glam*

FORD ECONOLINE



Pick-up, 1963, totally restored and upgraded to Hi-Pro 289 V8 auto, Super Straight body with excellent paint, new trim, disc brakes etc,

Tel. 0114 2685195. *S Yorks*

FORD ECONOLINE



1999, 5.4 ltr, LPG, 88,987 miles, MoT Sept, leather upholstery, full LAWest conversion, electric rock OnÖ roll bed, many new parts fitted, more pictures available, reluctant sale, **£8500 ono**
Tel. 07821 769730. *Devon*

FORD ECONOLINE V8



Sherrod Day Van, 1998, real people carrier on steroid, sold new in the UK, body, mechanicals and upholstery all in good condition, no rust, bomb-proof, 5.4 litre Triton engine, MoT, **£4950**
Tel. 0117 956 5199. *Avon*

FORD ECONOLINE VAN



1963, l/h/d, USA Import, 260 V8 auto, disc brake conversion, new exhaust, new oil cooler, runs great, all duties paid,

Tel. 07956 453209. *Surrey*

FORD EXPLORER XLT



1993, crossover model with Bronco front, full MoT, 6 months' tax, appreciating classic, very useable, **£2950**

Tel. 07899 822133. *N Mids*

FORD F1



1946 Flathead, V8 engine, 3.9 ltr, 3-sp, manual, new petrol pump, carb kit, fan belt, generator belt, plus, points, oil and filter, two new t/tyres, solid,

£12,250 ono

Tel. 0777 3905907. *Durham*

FORD F100



Custom style side, 1959, ex. California, UK reg, 351 Windsor, V8, C6, auto, uncut dash with original radio (not working), nearly new tyres inc spare, gc, **£10,500**

Tel. 07734 159084. *Norfolk*

FORD F100



59, solid California truck, run s- no smoke, drives, stops, very straight! new shocks, carb, fuel pump, **£6750 ono**

Tel. Kevin 07789 765406. *B'ham*

FORD F150



Flare side, dual cab, 1993, 5ltr, V8, gas converted, all the usual extras, MoT and taxed, excellent condition, must be seen, **£8000 ovno**

Tel. 01305 262081. *Dorset*

FORD F150



SVT Lightning, 2001, silver, 83k miles, 12 mths' MoT, 4 mths' tax, Magnaflo exhaust system, air intake, Diablo Predator tuner, excellent condition, **£10,750**

Tel. 07595 034949. *W Yorks*

FORD F150



Small block truck, 52 reg, 95k miles, 3 owners, 2 sets of wheels inc new tyres, MoT, rust on off side sill otherwise all good.

Tel. 07850 733500. *Essex*

Robert.bell1@virgin.net



Classic American Car Insurance

0800 081 8989

adrianflux.co.uk

FORD F150 XLT



2004, only 21k! 5.4L V8 auto, 6-str, rust free bodywork, grey cloth interior, a/c, cruise, etc, 6ft bed, Tuffliner and Extang tonneau, tow hitch with elec, t&t, **£10,995 ono**

Tel. Marcus 07941 470891. *Wilts*

FORD F150 XLT



Supercrew, Triton 5.4, V8, black, recent major service, new performance coils, belts, pulleys, fluids, filters etc, new tyres, performance engine, vgc, full s/h, **£7600**

Tel. Nick 01343 540051. *Grampian*

FORD FAIRLANE



1957, Ranchero, rare car, bare metal respray, RV8, manual gearbox, rebuilt brakes, selling due to a new project with more seats,

Tel. 07815 512425. *Avon*

FORD FAIRLANE



1966, Squire Wagon, 289 V8 Auto, MoT 2015, tax (exempt), rare Springtime yellow, Woody Wagon, gc, drives beautifully, Californian car, **£12,000**

Tel. 01243 825590/07710 542328. *W Sussex*

FORD FALCON



Convertible, 64, t&t, good condition, V8 manual, mine for 11 years, but has to go, have also a second rust free body as spares, **£7750**

Tel. Dave 01677 470597.

FORD GALAXIE 500



1962 convertible, r/h/d, 352 auto engine, owned since 1972, MoTs from 1982, 73,649 miles, **£15,000**

Tel. 01443 475757; 01443 479595. *Mid Glam*

FORD GALAXIE CUSTOM



1969 500 XL, full restorationÉ chance to own American history,

Tel. 07825 186042. *Surrey*

FORD GRAN TORINO



1972, Sport 429, 4V, only 1,206 made in 72, fab black int, auto, p/s, p/b, rare bench seat option, stunning black paintwork, last of Big Block Ford muscle cars, **£16,995**

Tel. 07746 335875 anytime. *Berks*

FORD LINCOLN LS



2000 model, two owners, black, 66k miles, new MoT/taxed 11/2014, private plate, **£3500 ono**

Tel. 0208 5601366. *Middx*

FORD MODEL 40



Phaeton, V8, 1934, the best looking of all the early Ford V8's, in vgc, recent engine Alan Brock rebuilt gearbox, hydraulic brakes, new hood and side screens, **£45,000**

Tel. Andy 01452 612867 for info. *Glos*

FORD MODEL 78



1937, 4-dr Sedan, restored from ground up, engine and gearbox rebuilt, new roof lining and upholstery, new tyres, new carpet, bodywork orig repaired, rare car, **£25,000**

Tel. 01588 660568. *Shrops*

FORD MODEL 81A



1938, deluxe 4-door, rare rhd car, good engine, new carb etc, very good body and paintwork, good chrome, interior original but shabby, **£11,750 ono**

Tel. 07702 274887. *W Yorks*

FORD MODEL A



1931 pick-up, all steel on orig chassis, Offenhauser Flathead V8 with a 39 gearbox, Superbell I beam, 36 Ford r/axle, dark green/cream int, superb, **£35,000**

Tel. 07813 135360.

FORD MODEL T



Shriners/Parade car, v rare from USA, runs great, all original, great for shows, **£2750**

Tel. 07831 622190; 07771 866289. *W Yorks*

FORD MUSTANG



4.6 GT Premium convertible auto, 340bhp, LPF, vgc, full s/h, 38k, MoT & taxed, owned from new, **£15,500**

Tel. Clive 07799 624558. *Essex*

FORD MUSTANG



1994, Convertible, good condition, MoT, 142,600 miles, lady owner for last 11 years, **£3200**

Tel. 07967 639728. *B'ham*

FORD MUSTANG



5.0 GT Premium, 430bhp, full s/h, vgc, LPG, 26k, this car will put a smile on your face every day! **£24,500**

Tel. Clive 07799 624558. *Essex*



FORD MUSTANG



Fastback GT, 1966, exceptional restoration, very clean underside, 289, green, **£39,950 ono**
Tel. 07768 601631. *Berks*

FORD MUSTANG



Convertible, 1998, 3.8 auto, 51,000 miles, cloth interior, new convertible roof, tax/MoT, **£3395**
Tel. 01708 446194; 07973 431055. *Essex* peter@deallieclipse.co.uk

FORD MUSTANG



Convertible, 2001, auto, 1/h/d, two lady owners, immac, always serviced, always garaged, low mileage, sold with full MoT, factory fitted bodykit, **£4950 ono**
Tel. 07976 631695. *Tyne and Wear*

FORD MUSTANG



1968, Fastback, blue, GTA tribute, £20k recent documented expenditure, NEW 340bhp Ford racing engine and ceramic headers, most things new/restored, looks and sounds amazing!
Tel. 07717 217745. *Avon*

FORD MUSTANG



1967, 302CI, matching nos, street legal, tax free, line lock, forged pistons, headers, real head turner, MoT til Apr 15, new project/lack of storage forces sale, **£15,950**
Tel. 07712 209253. *Cambs*

FORD MUSTANG 289



1966, V8 auto, silver blue, black Pony seats, new custom s/s dual exhaust (not too loud!), good condition inside and out, runs nice, asking **£14,495 ovno**
Tel. 07887 545305. *Essex*

FORD MUSTANG 3.8



1995, auto, owned for 6 years, new MoT, recon gearbox, fitted with a Fairbanks shift kit, alloy wheels, p/s, c/l, a/c etc, may take p/x, why?
Tel. 01495 227723. *Mid Glam*

FORD MUSTANG BULLET



2008, Highland green, 315bhp, 0-60, 5 sec, 155mph, car no 2220, factory performance and handling pack, manual, 60,500 motorway miles from new, one owner, t&t, **£17,950**
Tel. David 07711 772388. *Notts*

FORD MUSTANG COBRA



2001, conv, 320bhp, vgc throughout, 43k, MoT, **£10,750**
Tel. Clive 07799 624558. *Essex*

FORD MUSTANG COUPE 302



1968, red with torque thrust wheels, black/red interior, R&P steering, 302 engine with C4 auto, front discs, lots of history, new purchase forces sale, **£14,500**
Tel. Chris 02392 230325. *Hants*

FORD MUSTANG FASTBACK



1965, GT350H Tribute, 302, V8, auto, Raven black with painted gold Shelby stripes, Shelby hood scoop, Shelby r/windows, immac int. **£27,000 ono**; may p/x C3 Vette/new Camaro.
Tel. 07765 221627. *Essex*

FORD MUSTANG



Grande Coupe, head turning, awesome sounding, 1970 5.7 L V8 Cleveland, 5 sp manual, MoT, free tax, PAS, Grabber lime green, nice orig int, may p/x or swap decent 50s/60s Yank, **£16,995**
Tel. 07731 671739. *Lancs*

FORD MUSTANG GT



2007 convertible, 6,500 miles, 430bhp, Roush Supercharge and suspension, it's like brand new, **£19,500**
Tel. 07979 967540. *Herts*
elio660@btinternet.com

FORD MUSTANG GT



V8, 1999, 35th Anniversary model, silver with black, silver leather interior, 90k miles, regular maintenance and history file, new MoT, two owners from new, **£6995**
Tel. Michael 07887 564149. *Kent*

FORD MUSTANG GT



2007, GT Coupe Premium, Satin silver metallic, 4.6L, 300bhp, V8, 5-speed manual transmission, leather seats, full s/h, 30,100 miles, **£15,500**
Tel. 01825 508945. *E Sussex*

FORD MUSTANG GT



2005, convertible 4.6, with 45,051 miles, has upgraded exhaust system, upgraded disc brakes and Team Dynamics 18" wheels, **£15,250**
Tel. Victor on 0208 7419993. *London*

FORD MUSTANG V6



2000, 78k miles, US import, excellent cond, MoT, two owners, economical everyday car, must see, extras, no accidents, move abroad forces reluctant sale.
Tel. 07951 203405 for info. *Somerset*

FORD POPULAR



Hot Rod, 1953, 3 ltr, Ford V6 engine, Jaguar rear axle, disc brakes all round, on the road/ongoing project, **£6000**
Tel. 01904 782363. *York*

FORD RANCHARD



63, long t&t, good condition, 6 cly auto, mine for 8 years, a great little truck, got some good spares for it, only **£5750**
Tel. Dave 01677 470597. *N Yorks*

FORD RANGER XLT



1999, US Black Supercab Stepside 4.0L Auto, LPG, a/c, cruise, UK tow bar, solid bed cover etc, great eye-catching truck, reluctant sale, mine 7 years, must be seen, **£4250 ono**
Tel. 01252 665272. *Hants*

FORD TAUNUS



1960, California import, rust free, needs finishing, have no time, very rare car, poss p/x, **£6995 6995**
Tel. 0208 5399747. *London*

FORD THUNDERBIRD



1989, good condition, new exhausts, undersealed, serviced regularly, used daily, needs r/h/s door handle, will MoT if needed at moment, on Sorn, silver/blue,
Tel. 0161 6527703. *Lancs*

FORD THUNDERBIRD



1957, Peacock blue with white hardtop and soft top, 312ci, auto, blue/white interior, p/s, a/c, Kelsey Hayes wires, body off restoration in USA, stunning, **£40,000**
0208 3639253; 07976 245899. *Middx*

FORD THUNDERBIRD



1962, convertible, fully restored, immac cond throughout, repainted in original Tucson yellow, 64k, removable roadster tonneau, wire wheels, perfect driver, **£23,000 may p/x**
Tel. 07765 221627. *Essex*

FORD THUNDERBIRD



1960, automatic, black with black leather interior, electric windows, UK reg, new MoT, very good overall cond, **£11,950**
Tel. 01797 224661. *E Sussex*

FORD THUNDERBIRD



1970 Special Landau Brougham, low miles, best of show winner, superb new paint, show quality. Ask for details.
Tel. 702-400-3749. *London*

FORD THUNDERBIRD



2005, 50th Anniversary Model, exc cond, garaged, unmarked body with orig paintwork, protective film never been taken off carpets, v orig, private no plate not inc, **£17,500**
Tel. Sandy 07834 360320. *Strathclyde*

FORD THUNDERBIRD



1956, featured in July's issue 'Hard & Soft Tops', red with contrasting beige leather trim, frame off restoration, no expense spared, stunning car, one of the best, **£42,000 ono**
Tel. 01525 220817. *Beds*

GMC 2500



Pick-up, 5.7 ltr, 1968, 351E V6 auto, beautifully finished, white/turquoise coachwork, chrome with matching trim, fully serviced, MoT, 2014 trophy winner at Billing, **£15,000**
Tel. 07801 648359. *Herts*

GMC SIERRA MONSTER



K1500, 94, turbo diesel, 6 seater, 4WD, extended cab, drives well, t&t, reconditioned injection pump, FSD, battery, emergency brake cables, slave clys.
Tel. 0772 5016448. *Northamptonshire*



0800 081 8989 **adrianflux.co.uk**

Authorised and regulated by the Financial Services Authority

GMC STEPSIDE

1959, (Apache), great paint and interior, new Cooper Cobras and Smoothie rims, GM 350, p/s, manual box, new interior, not perfect but close, runs incredible, **£14,000 ono**
01485 534224; 07787 966081. Norfolk

GMC VANDURA 5.7

V8, 1993, 4x4, Genewa leather int, MoT, curtains, TV, tow bar, and GMC 1988, 5.7, V8, LPG, 2 x 50ltr, blue cloth, need rest, respray, need reg - for parts. **£6500 ono; for both p/x or swap**
Tel. 07877 833817. Castleford

GRAN TORINO

1973, Starsky & Hutch, Cleveland engine, lots of work done, imported from US 2 years ago, excellent condition. Email for full spec, **£12,000**
Tel. 07824 145533. Durham

HARLEY DAVIDSON SERVICER

1964, full police spec with everything working, c/w its own custom built trailer, **£12,995 or sensible near offers**
Tel. 07947 790169 for more details. Derbys

HARLEY DAVIDSON WLC

1942, excellent original condition, low mileage, would consider swapping for 1930/40 car/truck, **£12,250 ono**
Tel. 01539 731152. Cumbria

HUPMOBILE SALOON

1924, ivory over black, artillery wheels, Whitewalls, new tyres, MoT and tax exempt, beautiful wedding car, retiring, **£20,000**
Tel. 01252 658004; 07813 825849. Surrey

JEEP GRAND CHEROKEE

2001, 60th Anniversary 4.7 V8, fully loaded, t&t, 121k, daily driver, s/h, Powerflow dual side exit exhaust, lots receipts, some age related marks but good cond, **£2500 ono**
Tel. 07434 601892. Derbys

JEEP WAGONEER

1979, fully restored, check my website for loads of info/photos regarding the full restoration project www.jeepsforsale.co.uk **£18,000 ono**
Tel. 01726 400454. Cornwall

KENWORTH W900

1988, 400 cat engine, runs great, reg in UK, ready to put to your colours, looking for an Airstream, will p/x anything American, **£17,000**
Tel. 07831 622190. W Yorks

KNIGHTRIDER REPLICA

replicas in the UK been used for the last few tv ads with David Hasselhoff, great condition, reliable make some real money, one of the best, **£12,500 ovno**
Tel. 07816 605435. Essex

LINCOLN CONTINENTAL MK 3

1969, Rat look, 460 V8, auto, p/s, p/b, has been in a storage for 15+ years, running and driving fine, solid car, interior's in very good condition, very rare, **£5000 ono**
Tel. 0121 4593130. B'ham

LINCOLN NAVIGATOR

2004, black, ultimate, long MoT, s/h, 22 inch wheels, fully loaded, a/c, c/c, and on the list goes!
Tel. 01622 671878. Devon

LINCOLN NAVIGATOR

Ultimate Edition, imported new Aug 04 by National Team Captain Soccer Player, low mileage, service record, all top spec, a/c, heated Captains chairs.
Tel. 07787 564452. E Yorks

LINCOLN NAVIGATOR

2000, registered, 3 former keepers, with 71,000 miles, long tax and MoT, drives superbly, has a few age related marks, LPG fitted.
Tel. 01202 577597. Dorset

LINCOLN TOWN CAR

Executive auto a/c, leather seats, numerous features, exc mechanical cond, Alpine radio MP3 + hands free connections, t&t, used regularly in UK & Europe last 7 yrs, **£3500**
Tel. 07971 607540. Herts

LINCOLN V12

1947 4 door saloon. Beautiful and rare. Engine runs well, new 6 volt battery. The car is in good condition, new seats and rear door cards. Needs small amount of work to finish, **£8950 ono**
Tel. 07702 274887. W Yorks

MERCURY COUGAR XR7

1971, convertible, electric hood, bare metal respray, green leather seats, V8, good runner, **£8500 ono; or p/x for 50/60s pick-up**
Tel. 01427 875401; 07973 432484. N Lincs

MERCURY MARQUIS

Brougham 4-door hardtop Sedan 7.4, 96k miles, good condition, long MoT & tax, green and green interior, history from 1974, **£9000 ono**
Tel. 07944 101437 after 6pm. Hants

MERCURY MONARCH

Low mileage, 1978, 302 CI, one previous owner from new, rare with original alloys, c/control, Minor body repairs, engine in good shape, Raptor sound box,
Tel. 07432 145635. Surrey

MERCURY MONTCLAIR

Breezeaway, 1964, been in UK since 2000, V8, 3 speed auto gearbox, good condition, drives superb, MoT and tax, genuine reason for sale, **£8750 ono**
Tel. 01375 859098; 07961 339481. Essex

MERCURY MONTEREY

1963, 27,000 miles, automatic, bench seats, breezeaway window. MoT, garaged, purchased and driven by me in Bahrain, car now in UK and driven little hence sale, **£5000 ono**
Tel. 07434 514720. N Yorks

MERCURY MONTEREY

1967, 428ci Convertible, red with white interior, fresh US import, Big Block, p/s, seats, windows and power hood, UK reg, MoT and tax, no rust, very good standard, original condition, **£17,995**
Tel. 07876 612783. Hants

MUSTANG 3.8 GT

1995, rebuilt box with Fairbanks shift kit, owned for 6 years, c/w new MoT, ideal first Yank alloys, exc condition, may p/x, **£3295**
Tel. 01495 227723. Gwent

MUSTANG 289 COUPE

1966, MoT Jul 15, tax exempt, 3 speed manual, drum brakes, new interior, some new parts, period alloy wheels, some cosmetic attention required to paint, **£10,000**
Tel. Andy 07716 487881. Norfolk

MUSTANG COUPE

Lovely survivor, 1966, 6 cyl, auto, console buckets, west coast car, totally rebuilt mechanically, exc orig interior, MoT, ice blue paint, orig faded, a true survivor, fantastic patina, **£8500**
Tel. 07747 891083. W Sussex

MUSTANG FASTBACK 302

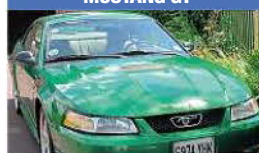
1965, V8, C4 auto, complete restoration finished in white with red interior, won 1st Best Mustang at Tatton Park 2014, **£39,995**
Tel. 07727 460671 for full details. Cheshire

MUSTANG FASTBACK GT

1966, a true and rare GT version in absolutely superb cond, excellent paint and very clean underside, truly best available and in most desirable colour combo - green and black.
Tel. 07768 601631. Berks

MUSTANG FASTBACK GT

1968, J code 302, 5 speed, Willwoods, Currie axle, Edelbrock heads, **£59,950**
Tel. 07717 712663. Warks

MUSTANG GT

1999, 2nd Gen SN95, V8, 4.6 manual, 39k, US import by Newport in 2002, mint, rare Ford elec green, light baize leather, lots of paperwork and all old MoTs, custom exhaust, MoT.
Tel. 07786 936941. Somerset

MUSTANG GT 4.6

1999, V8, 67k, loads of history, black with black leather, Bassani stainless steel exhaust, **£6250**
Tel. 07554 434746. Avon



MUSTANG GT 5.0

1994, only 44k, one owner, 20" Ruf alloys, full MoT, black leather, recent service, needs bodywork, bargain
Tel. 079600 89427. W Yorks

MUSTANG MK 2

2.3 Turbo, 1978, light blue, good cond,
£1650

Tel. 07836 694920. Isle of Wight

OLDSMOBILE CUSTOM CRUISER

1977, LPG Woody Station Wagon, MoT, private plate, used daily, no trailer queen, awesome driver, feel like Elvis.
Tel. 07712 825138. Norfolk

OLDSMOBILE CUTLASS SUPREME

1977, under 27k from new, bought new in Minnesota and tenderly pampered, one owner, drives like a dream, GM 350 cu, small block, V8, MoT, new tyres and batteries, **£9995**
Tel. 01269 844918. W Wales

OLDSMOBILE F85

1963, conv, V8 manual, used at Hot Rod Hayride this year, starts/runs/drives perfect, needs bodywork or leave as is, needs minor jobs for MoT, can deliver, just ask.
Tel. 07761 857026. W Sussex

OLDSMOBILE SUPER 88

1960, V8, 6.5 litre, auto, superb motor throughout, **£25,000**
Tel. 07860 440994. Northants

OPEL GT

1972, rare, mint, green metallic, free tax, ex California car, immac th'out, as close to original as you will find, viewing essential, **£14,000 ono**
Tel. 07813 952122 anytime. Cheshire

OPEL GT 1900

1969, manual, long t&t, thousands spent, for sale due to too many cars and lack of use, good all round condition, **£7950 ovno; can help with delivery**
Tel. 07775 680456 for details. Durham

PACKARD 8

1949, Series 22, possibly the most original 1949 Packard in the world, never been touched, 32,000 miles from new. For more info
Tel. 7590078383. Glos

PLYMOUTH REPLICA

1933, off road but complete, registered and V5 present, 390 4V, C6 Jag IRS LSD, **£5000 - Open to sensible offers**
Tel. 07785 714634. Middx

PLYMOUTH SATELLITE

1970, 318 auto, beautiful, thousands spent, complete body rest, 2008, virtually everything else on car replaced or restored, orig, mint chassis/floor, MoT, **£18,500 ono**
Tel. 07761 673836. Surrey

PONTIAC BONNEVILLE 389

1961, V8, auto, 4-dr, pillarless, solid car, first time starter, new interior, original black paint, Cherrybomb exhaust, **£5500 ono**
Tel. 07971 209732. B'ham

PONTIAC FIREBIRD

1995, V6, year's MoT, taxed, T-top, very good condition, **£2950**
Tel. 01795 394103. Kent

PONTIAC FIREBIRD

1971, Esprit 400 cu in (6.6 ltr) with 350 auto, MoT May 2015, tax June 2015, excellent mechanics, runs and drives very well, solid underneath, requires paint, **£7995 ono**
Tel. 01706 830503. Lancs

PONTIAC FIREBIRD

1979 Esprit "Redbird" Special Edit, v rare, clean in and out, the cleanest and most orig Firebird in UK!!! 301 V8, auto, all match nos, 38k, fully loaded, every option inc a/c, MoT, engine rebuild 220hp. Tel. 0794 1056191. London

PONTIAC GRAND PRIX

1969, John DeLorean's masterpiece which got Car Life Magazine's 1969 Engineering Award, the only one in UK, this car is featured in Classic American No. 283, Nov 14, **£18,000**
Tel. 07801 989467. N Wales, Clwyd

PONTIAC LE MANS

1967, 4 door pillarless, 326, V8, auto, p/steering, everything under the hood new or rebuilt drives, perfect, new MoT, any inspection welcome. **£11,250 ono**
Tel. 07711 500276. Essex

PONTIAC LE MANS

1973, under 16k miles, good condition with MoT, only needs viewing, **£4500**
Tel. 01179 822238. Avon

PONTIAC TRANS AM

1985, 65,500 miles, 5 sp manual 305 engine, refurbished wheels with 3 Cooper Cobra tyres, spares or repair (unwanted project), runs well, requires new plugs (supplied). **Open to fair offers. Tel. 07939 133716.**

PONTIAC TRANS AM

1995, 5.7L, V8, white, unique plate L8 PTA, chrome wheels, long MoT, excellent condition for age, owned for 5 yrs, **£6000**
Tel. 01892 543471. Kent

PONTIAC TRANSPORT SE

1992, 3.8L, V6, multi-point fuel injection, 78,675 miles, garaged, owned 11 yrs, 7-str, gold with beige int, s/h, many new parts, MoT, **£2500**
Tel. 0161 718 0354; 07779 102258 (t).

PRO STREET

1970, Oldsmobile 442, with Dyers 6-71 455 ci motor, narrowed Dana 60 rear axle, back halved chassis with Centre-lines and 31 x 18.5 x 15 MT Sportsman tyres. **£9900**
07740 760777 for info. Tyne & Wear

RAMBLER REBEL

3802 CC, low mileage 71,994, owned for over 40 years, excellent condition with blue leather interior, full tax and MoT until May 2015, **£8500 ono**
Tel. 07785 277222. London

RETRO CHEVROLET

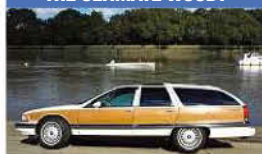
HHR panel van, rare 2010/11, one owner, only 13,500 miles, MoT March 2015, PAS elec everything a/c, cyber grey, always garaged, leisure only, may p/x another Yank, **£13,995**
Tel. 07731 671739. Lancs

STUDEBAKER COMMANDER

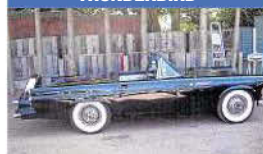
Rare, 1941, lots of work done, requires some mechanical work, owned for the last 12 years, not time to complete this wonderful car, c/w spares, **£8500**
Tel. Paul on 07868759101 for further details. London

STUDEBAKER SALOON

Ivory over black, Chicago tax, MoT and tax exempt, new clutch and tyres, wedding car, retiring, **£15,000**
Tel. 01252 658004; 07813 825849. Surrey

THE ULTIMATE WOODY

Full leather interior, 9 seats, PAS, all electric, 73k miles, completely rust free, 5.7 litre V8 block, 460LE gearbox, runs beautifully, MoT and 6 months tax, **£4995 ono**
Tel. 07909 911068. London

THUNDERBIRD

1955, jet black, very nice condition, wire wheels, Continental spare wheel, MoT and tax exempt, **£30,000**
Tel. 01895 255611; 07593 225797. Middx

THUNDERBIRD CONVERTIBLE

1965, rest mod, red, white top, MoT historic tax, 302HO EFI with AOD gearbox, a truly one off custom. You can't hide in this one, may take interesting project p/x, **£27,500**
Tel. 01724 764472. Lincs



0800 081 8989 adrianflux.co.uk

Authorised and regulated by the Financial Services Authority

For Sale

BEL AIR 1960, MoT reg, recent restoration, colour matched, new import, see it buy it - for more info, £16,000. Tel. 01638 615601. Suffolk.

BUICK 1971 huge workshop manual the size of an old style telephone directory, covers all 71 Buick models including Boatail Rivas, £30 can post at buyers cost. Tel. 0750 1084121. Hants.

CADILLAC FLEETWOOD Sedan 1992, white, new MoT with sale, 70k, history, Smooth V8, usual Marque quality, drives superb, new battery, quality, £3995. Tel. 07950 398750. W Mids.

CAMARO FIREBIRD 1982-92, 1/h driver's door mirror, remote controlled, now in original GM box, never fitted to a car, perfect mirror glass, satin black finish, paint to match your car, £36 inc UK post Tel. 01270 588146. Cheshire.

CAMARO RS Convertible, 1967, very rare, 327ci auto, power hood, power brakes and steering, deluxe trim, tilt steering, MoT June 2015, requires some attention. Tel. Richard 07913 514287. Warks.

CHEVROLET BLAZER rear axle, imported from Florida, used item, not collected, also auto box to suit GM 241C, trans axle fitted, Offers Tel. 0161 4274625; 07847 480299. Cheshire.

CHEVROLET CAMARO 1995, 5.7, V8, good condition, low mileage, bargain, £3000. Tel. 07968 965163. London.

CHEVROLET SEDAN 1941, solid chassis, brakes replaced, front springs, fuel tank, head lining, needs finishing, 12v, still being used, lots of chrome done, interesting history, £9000 ono. Tel. Paul 07717 Essex.

CHEVY PICK-UP 1956 Straight 6 engine, 3.8, three on the tree new tyres and new brake system, full service just recently done, she is as original and in gwo, good engine and running gear, £10,500. Tel. 07713 605525. E Sussex.

CHRYSLER 300C HEMI Black, 5.7, V8, 40,800 miles, top spec, new tyres, sunroof, a /c, Sat nav, serviced, excellent condition, taxed, 11 mths' MoT, reg 16/12/2005, £6000. Tel. 01329 236011. Hants.

FORD EXPLORER 1999 Eddie Bauer Edition, red/gold exterior, grey leather, 125k, super reliable, fully serviced, drives superb, great winter car, £2495 ono. Tel. 07714 139981; 01386 701902. Glos.

DODGE 5.7 RUMBLE BEE 04 single exhaust removed at 8k miles, good condition, no chrome, trim kept in dry, replaced by twin stainless system, expensive if bought new, £200. Tel. 01485 572907. Norfolk.

CADILLAC DEVILLE 1989, all white, mint cond, first to see will buy, £3750; also Elvis Presley items for sale, too much to list. Tel. 07747 585707. S Wales.

FLEETWOOD TERRA 33ft, 32S -2003, Ford V10 Triton, petrol/LPG, 20,000 miles, 6 berth, large, single, slide-out lounge, rear Queen bed, touch button 5.5kw generator, satellite system, DVD/video, Alpine radio/sat nav/CD auto changer, all usual kitchen facilities, hydraulic level system, new large canopy, drive on car licence, all paperwork from new, heating a/c, Vanbitz alarm. Tel. 07710 636050. Hants.

FORD MUSTANG 1970, convertible, rolling shell with axle, wheels front and back, in primer grey, unfinished project, many parts with vehicle, £7000 quick sale no offers. Tel. 07930 229399. London.

FORD MUSTANG 289 V8, Texas import, all duties paid, needs total restoration, £6500. Tel. 01142 686354. Sheffield.

FORD V8 PICK-UP computer cocktail cabinet, 1959, original, beautifully figured maple bodywork, all new chrome work, totally unique, £2200. Tel. 07736 901429. Cornwall. Email: bobplatts1@hotmail.co.uk for more photos

HARLEY DAVIDSON XL Custom Sportster, 1200cc, Limited Edition model in silver and black, MoT and taxed, immaculate machine with panniers, single seat and others, low mileage, £5995. Tel. 07950 398750. W Mids.

JEEP CHEROKEE 1999, Orvis auto petrol, 4.0, red, fulls/h, 104k, MoT Feb 15, tax Apr 15, exc cond throughout, recent tyres, brakes, exhaust and service, £1595 ono. Tel. 07511 705671. N Yorks.

JEEP CHEROKEE 4.0 Limited, spares or repair, lots of good parts, LPG kit fitted. Tel. 01530 230013 for more info. Leics.

FORD MODEL A 1930 Roadster, all stock running, £12,000. 07789 727033; 01582 655812. Beds.

ROCK-OLA JUKEBOX 1958, rare Model no 1462, excellent, unrestored, original condition inside and out, 50 plays, works on quarters, £5950 ono; or p/x 2 door Chevy car 1955-1960 cash either way Tel. Nick 07973 328404. Kent.

Parts For Sale

10 MPG - best ever number plate for Yank/gas guzzler! £8995 ono. Tel. Marcus 07585 728678. Leics.

3 COOPER COBRA (white letter) tyres, size 235 x 60 x 15, excellent condition with about 7mm of tread on each tyre, white letters all in good condition, £150. Tel. 01525 719558. Beds.

318CI from 70,000ml '68 Barracuda, been refreshed, honed bores, new rings n bearings, all new gaskets, auto box for same, may separate, £400. Tel. 07850 683253. Hayes, Middx.

4 X CHROME WHEEL TRIMS 14" off 1980 Pontiac, £25. Tel. 0161 3445870. Lancs.

ALTERNATOR FOR 1989-93 Chevrolet Astro van, 4.3 V6, brand new, £95. Tel. 0151 5122505. Cheshire.

BUICK ROADMASTER 1993, Sedan parts for sale, still have panels, lights, trims, interior, interior switches etc, gold. Tel. 07588 676468. Herts.

CAMARO/FIREBIRD TRUNK LID second gen, excellent condition, £250. Tel. 07896 928592. Kent.

CHEVROLET CAMARO 1983, 3rd gen parts for sale, 2 drs, radiator, starter motor, discs plus calipers, p/s box, brake servo, 4 wheels, f&b bumpers, 2.8 engine, good runner. Tel. 0778 9070108. S Glam.

CHEVROLET IMPALA boot lid, windscreen, floor panels. Tel. 0161 4274625. Cheshire.

CHEVY MASTER 1930s (not deluxe), rear axle complete, front beam axle, hubs, brakes etc, great for Rod/Hi boy, also engine/box, springs and shocks, Offers. Tel. 07968 691635. Kent.

FRONT BUMPERS FOR 55/56/57 Fords, a few other bits as well, £50 each Tel. 0795 2098392. Northants.

GM 10 BOLT AXLE POSITRACTION 3.42 ratio out of a 87 Buick Grand National will fit any 78-87 GM G body, came out of a 92k mile car, perfect working order, only removed because a Ford 9" rear end was fitted, £600 ono. Tel. 07809 698488. W Mids.

FORD F100 TRUCK 1955/56 manual gearbox, rebuilt a couple of years ago £60 ono; Ford 6Volt Generator, '55 Thunderbird etc, working, £30 ono; voltage Booster, 6v-12v for radios etc, US made, w/inline fuse holder, unused, £45 ono; 2x 6V coils £5 pair. Tel. 07954 078505. Middx.

DOUBLE BED/BENCH SEAT full leather, grey/dark blue, monogrammed 'Mk 111' elec folding c/w motor and two matching captains seats from '97 Dodge Ram Day Van, all in good condition, buyer to arrange collection, £425. Tel. 01934 512497. Email: swatbear mountain@aol.com

CHEVY CAMARO PARTS 1978-1982, door glass, glass T-tops, rear seats, sub frame clip, front upper and lower wish bones with brand new ball joints and bushes fitted, plus more POA Tel. Tony 07960 141358 after 6pm. Leics.

FORD F150 1987 bumpers needed, front and rear, must be in good condition. Can collect. Tel. Steve 07901 514517. N Yorks.

GMC DULY PICK-UP 1995, pick-up, breaking for parts, various prices so please email or phone for price and availability. Tel. 07831 622190. W Yorks.

GMC YUKON 2000-2006 projector headlights plus halo and LED side lights, very nice upgrade, £160. Tel. 07890 381793. Gwent.

H12 OET registration no on retention, alternates H1 ZOE T or H1 2 OET, your choice, £400 ono. Tel. 01767 627413. Beds.

HOLLEY CARB 750cfm, nos, never been in action on the road, £150. Tel. 07850 683253. Heathrow.

IMPERIAL METAL BOOT or front wing badge, 62/63 Imperial Crown, vgc, can post, £15. Tel. 07501 084121. Hants.

MACHINE MART Clarks temporary garage, size 12ft x 20ft. bought 2013, ideal storage or workshop, £150. Tel. 07798 866071. Middx.

MUSTANG 07 GT500 small charger, pulley kit with remap, £450, Eibach suspension kit with anti roll bars, £650. Tel. 07966 973299. Warks.

PAIR OF CLASSIC Chevy door mirrors from a 1978 Camaro, will fit other Chevy models from 1970 -81 (Trans Am, Firebird etc) in good cond, driver's mirror fitted with adjuster cable and door panel fixing plate, (fwo), passenger's mirror not fitted with a cable class in excellent condition and bodies, no dents or rust missing, mounting brackets and gaskets becoming a very rare item to find, no sensible offer refused, other original parts available straight 6 engine parts, buyer to either collect or postage arranged at buyers expense. Tel. 01792 207158. W Glam.

ONE TRUCK outdoor cover, £100. Tel. 07542 337354. Bucks.

PAIR OF 5 LEAF REAR SPRINGS from '07 Dodge Ram 2500 diesel, bushes in good condition including hanger, may suit uprate of 1500 Ram, £125 ono. Tel. 0790 5088292. Lincs.

PONTIAC 66 GTO/ GRAND PRIX original Tri power/6 pack with manifold/plenum carbs and air filters, Offers Tel. 07734 757595. Cornwall.

PONTIAC TRANSAM 1982, rear lights, £80; 1986 rear lights, £100; 1986 T-tops, glass, £100; side glass, £40 each; driver's wing mirror, £15; some other parts. Tel. 07944 857466. N Yorks.

PONTIAC WHEELS full set of rare ZZ wheels with interchangeable centres, great tyres came off my blown t/a, £375. Tel. 01788 891473. Warks.

PRESTIGIOUS NUMBER PLATE for sale, on retention certificate, J1 USA. Ideal for a Jeep, £6000. Tel. 01702 433899. London.

PRIVATE PLATE P600 USA on retention, £250 ono. Tel. 01629 57114; 07788 434580. Derbys.

PRO SERIES 60 x 24 hitch mounted cargo carrier, black, 500lbs capacity, 2" receiver, 6" side rails, mounts in square tow bar, great for goods camping scooter, unused, brand new American accessory, £200. Tel. 01485 572907. Norfolk.

SBC HI-RISE GM cast iron 4BBL intake manifold, 4 hole square-bore for Holley/Carter/Edelbrock carb, painted Chevy, orange, £80. Tel. 0777 3037322. Middx.

SET OF ORIGINAL Chevrolet Trichevy brochures 1955-6-7, full colour, excellent condition, various prices, will split. Tel. 01635 202521 for full details. Newbury, Berks.

SMALL BLOCK CHEVY alloy 4BBL dual-plane manifold, no name or numbers evident, good condition, unmodified, for sale at £60 or swap for S.B. Ford 289, postage £8. Tel. 01524 427818. Lancs.

SPARE WHEEL with good tyre, 16" rim, 5-stud, fit Ford, £30. Tel. 01992 760931. Middx.

SUMMIT RACING refurbished Carter Thermoquad carb, 800sfm, unused and in box, £275. Tel. 07810 482419. Lancs.

ROCHESTER QUAD-RAJET CARBURETTOR removed from 1988 Buick Electra estate wagon, at only 7,700 genuine miles, when engine was changed for a diesel, dry stored since. Tel. 01582 867858. Beds.



SXW 454 REGISTRATION on retention certificate, £800; V6 WNS on retention certificate also with, assignment fee, already paid, £700. Tel. 01354 657592. Cambs.

THUNDERBIRD 1955-56 SPARES for sale clearing garage what are you looking for? also wanted a soft top, 1956. Tel. 01934 642383. Somerset.

TYRES X4 Classic American metric measurements, 190/65/HR 390, £300. Tel. 07836 694920. Isle of Wight.

UPGRADING YOUR 50'S CHEVY TRUCK? I am keeping mine stock, but need new 216 or 235 engine. Can you help? Based in south-east but willing to travel. Tel. 01403 211638. W Sussex.

VARIOUS PARTS for SN95 Mustang for sale, r/h door, trunk lid, l/h front wing, and more. Tel. 01634 830112. Kent.

V-ROCK 20" ALLOYS set of 4 inc tyres, fit Ram 1500 5 x 5.5 or 5 x 139.7, 2002-2009, 80% tread, only 9 months old, £800 ovno. Tel. Gav 07834 553479. W Yorks.

VW BEETLE CLASSIC LIGHTS and some small bits, sell or exchange for Ducati ETS, 900cc Beval, 1980 parts, motorbike. Harley 45 parts, motorbike, why? Ring for VW parts in photo. Tel. 0208 5341761. London.

WATER PUMP for Dodge van day van, new, in box, can post UK only. Tel. 07860 408627. Mid Glam.

WHELEN LIBERTY 48" light bar, slim style clear lenses, lights up blue LED's, 4 corner LED's only, has low power option, lots of flash options, cost £1200, accept, £300. Tel. Dave 0114 2206335. S Yorks.

Parts Wanted

ALLOY INTAKE MANIFOLD WANTED for Mopar 383, V8, intake to suit a Holley 750 double pumper, also standard oil pump wanted for the same engine. Any info would be much appreciated. Tel. 0121 4593130. B'ham.

ANYONE BREAKING a 1978 Seville trim clips, urgently needed for moulding bottom of rear window for vinyl roof plus clips for trim over the two doors inside of car. Tel. 01553 811784. Norfolk.

BENCH SEAT WANTED to fit 1992 Chevy truck, any bench seat considered, happy to collect. Tel. Mike 07790 384 891. Co Antrim.

BUICK SPECIAL 1950, handbook, bonnet badge. Tel. 01509 239546. Leics.

CADILLAC 1941 1941 parts wanted. Tel. Jim 01337 831130; 07950 738438. Fife.

CHEVROLET ACCESSORY 1949 rear trunk guard (3 piece), must be suitable for rechroming. Tel. 0141 638 2054. Strathclyde.

CORVETTE COMP 1963, split back window model, excellent condition, or need restoration. Tel. Malcolm 01709 366058. Somerset.

DELCO RADIO CASSETTE or CD player to fit Cadillac Fleetwood, 1992, Sedan, would prefer original type unit to fit dashboard, cash waiting. Tel. 07950 398750. W Mids.

EXHAUST MANIFOLD for 305 small block Chevy square type holes either s/s or cast iron, must be reasonable. Tel. 07544 988123. Derbys.

FORD 429 CJ/SCJ 4 bolt main block, heads. Tel. 07540 797024. Cheshire.

FORD 429/460 cylinder block. Tel. 07540 797024. Stalybridge.

FORD F150 1987 bumpers needed, front and rear, must be in good condition. Can collect. Tel. Steve 07901 514517. N Yorks.

LOOKING FOR A Straight 6 engine to transplant into a Studebaker, will consider bigger than 17cu in. Tel. 01953 880404. Norfolk.

LOOKING FOR PARTS for my 1991 Ford F-250 pickup, please contact me if anyone has a truck for breaking or any 351 Windsor engine parts. Tel. 07977 125539. Email: kev.wales@virgin.net twitter @kev.wales569

MUSTANG (HARD TOP) 1970 door window regulator and glass both sides bolt in type. Tel. 07961 886203. 07961 886203.

NEEDED URGENTLY T85 gearbox with overdrive, to fit 1954 Ford car, cash waiting. Tel. 079320 21959. Kent.

PARTS WANTED for a 1977/78 Trans Am. Tel. 01245 763339. Essex.

PASSENGER DOOR MIRROR (nearside) for 1996 (1995-1997) Lincoln Town car; also n/side (left) lower door side mouldings. Tel. 01386 701902; 0771 413 9981. Glos.

PLYMOUTH BARRACUDA or Valiant 1964/5 bonnet, wings & doors needed. (Please text if mobile not answered) 07921 122680. Kent - but will travel. Tel. 07921 122680. Kent area only.

PONTIAC SOLSTICE must be in excellent condition, 2007-2009, GXP preferred. Tel. 07734 467203. Cornwall.

SET OF 4 RALLY WHEELS 14 x 6 - Chevrolet Camaro 1967 & radiator shroud - Chevrolet Camaro 1967. Tel. 07836 729316. Avon.

SPARE WHEEL WANTED for a 1966 Mustang coupe R14 or R15, steel or alloy, with or without tyre. Tel. Jason 07823 324589. Berks.

**WANTED FOR CASH
AMERICAN CARS
URGENTLY WANTED
FINDERS FEE OF £300
LEADING TO
PURCHASE PAID!**

Everything considered,
off road, not running, SORN,
unregistered or lost paperwork!

If you know of something
tucked away, turn your
knowledge into cash!

We travel further and pay
more! C.I., I.O.M., N.I., Eire
etc. no problem

**CAS\$H WAITING!
CALL TODAY!
01737 765050**

Milton: 07973 400327
Stewart: 07973 400245
info@dreamcars.co.uk
www.dreamcars.co.uk

THUNDERBIRD CONVERTIBLE 1966 boot lid and rear deck panel wanted, also some other parts needed. Tel. 079615 44442. Essex. Email: western_rocker@hotmail.com

WANTED 1955 BUICK steering wheel, also steering boss if poss for same car, consider other parts. Tel. Glenn 01234 740668. Beds.

WANTED 1960 IMPALA split bench front seat plus any other parts, 1960 Impala 2-door. Tel. 01268 590891. Essex.

WANTED CHEVY 1955 OR 1956 265ci V8, engine for reconditioning, engine in better condition considered, will collect in UK anywhere. Tel. 01709 894193. Lancs.

WANTED FOR 58 Cadillac Series 62 extended deck... front windscreen, quarter window lights and side glass, l/h thread wheel nuts, front grille, side door mirrors, pair spats, any other spares also considered for the above vehicle in good condition please. Tel. 01656 723260. M Glam.

Wanted

LINCOLN MK4 CONTINENTAL WANTED 1972, original radio, 4 no hub caps (must be vgc). Tel. Eddie on 07905 297495. Teesside. eph4@live.co.uk

£1000 REWARD for information/whereabouts of the 1959 Chevrolet Impala ambulance I once owned, had to sell due to storage problem, please phone . Tel. 0207 2298757 or 07891 872462.. London.

BRONCO ideal 1986.351, w/auto. have p/x mercedes wagon, 2.3lt. auto, cruise/c, etc, 1988, 60k miles, alloys, stereo, very clean, t&t, many new parts. Tel. 01277 200530. Essex.

CADILLAC WANTED 48-68, all body styles considered, will also consider Pontiac, Buick, Oldsmobile, Chevy. Tel. 07836 349356. Bucks.

CLASSIC CAR WANTED in p/x for holiday home, two bed, brick built, 99 year lease, big lounge, big bathroom, in Kent, all refurbished south facing, ideal for cheap living or holiday let, postal service, animals allowed, £28,995. Tel. 07580 969198. Kent.

CORVETTE COMP 1963, split back window model excellent condition or need restoration. Tel. Malcolm 01709 366058.

CORVETTE WANTED prefer project or not finished, will collect your Corvette any distance. Tel. 07739 360486. Lincs.

DAY VAN/ASTRO VAN WANTED must be good condition, private buyer with cash waiting for quality van, why? Tel. 07950 398750. W Mids.

FORD MUSTANG 70s hood scoop. If you have one please contact. Tel. 07940 408344. Oxon.

SWAP MY 1984 JAGUAR XJS 5.3L, V12, project for an American project car, anything considered. Tel. 07946 113493. Hants.

WANTED CLASSIC YANK from 50s-70s, any make /model considered, adding to private collection, willing to travel, don't mind restoration project. Tel. 01702 527397. Essex.

WANTED MOT/TAX EXEMPT log book/V5 for 'Dodge', anything considered, needed for project, cash waiting. Tel. 01525 851795. Beds.

Miscellaneous

1/18 MODELS 1947 Cadillac, £20; Ford 150 pickup, £16; 2000 stretch Lincoln, £30; Hum-vee military, £15; 1/24 1956 T-bird Street Rod, £12. Tel. 01509 239546. Leics.

BOOKS, MAGS, BROCHURES, etc. Big Rigs, 4x4, Lux & Muscle cars, bikes, Old West, WW2, Photography, Animals & Nature, SWAP4 GT40/Lincoln/Shelby/Mustang/Curtiss/Harley/Vincent, sim items. Tel. 01277 200530. Essex. Email: dcian@fastemail.us

CHILTON'S MANUAL auto repair manual, 1969 edition for American cars, 1961 to 1969, £20 will post for £10 extra Tel. 01953 605558. Norfolk.

CLASSIC AMERICAN LOWRIDER Rod and Custom magazines, free for uplift. Tel. 0141 6382054. Strathclyde.

CLASSIC AMERICAN MAGAZINES Issue 51 to present date, 368 copies plus 368 American Auto News members magazines, various other magazines, all in good condition, £50 buyer to collect. Tel. 07812 766713. Essex.

CLASSIC POLICE CAR LIGHTBAR c/w two large 4 beam beacons, chrome siren speaker and two warning spotlights, also 4 beam beacon with blue or amber lens, one red and one clear lens for Federal twin sonic light bar, these hard to find parts great for cop car rest. Tel. 07866 502525. Dorset.

ELVIS PRESLEY ITEMS for sale, too much to list. Tel. Rob on 07747 585707 for details. S Wales.

HARLEY DAVIDSON Custom XL Sportster, 52 plate, in silver/black, limited edition, 2003 model, 6k miles, history, hyper charger, over £3k additional enhanced chrome, Stage One superb example, £5995 will consider p/x for day van. Tel. 07950 398750. W Mids.

ORIGINAL AMERICAN LOGO car badge by J. R. Gaunt, 1950s bar fixing, no damage, to enamel, £85 free post. Tel. 0208 3997541. Surrey.

REG H59 VET for sale attached to a dry stored BMW K100RS, ABS, with V5 and history, £1500 no offers. Tel. 07747 020725. London.

SERVICE MANUAL for 1956 Chrysler models, covers Imperial, Crown Imperial, Windsor, New Yorker and C-300, in used but serviceable condition, genuine, not a reprint, £50 plus postage. Tel. 01189 326141. Hants.

SUN RECORDING STUDIO Rockabilly, Denim shirt size large, brand new from Memphis Sun Studios, embroidered Logo on left side breast pocket, £40 ovno. Tel. 0750 1084121. Hants.



0800 081 8989 adrianflux.co.uk

Authorised and regulated by the Financial Services Authority

DIXIE AUTOMOTIVE

GUILDFORD SURREY

07927 662 435

OVER 30 YEARS EXPERIENCE WITH
AMERICAN CARS AND TRUCKS

*Coming Soon Gas Badger
Gaage and more new cars*



55 MERCURY 2dr hardtop, no rust just lovely, cool cruiser, was £14,995.....Now £13,995



66 DODGE Polara big block genuine 37,000 miles, one owner, excellent condition£14,995



67 MUSTANG 289 Convertible genuine, 63,000 miles, one owner, very nice car, no rust ever, palomino trim,£19,995



00 CHEVY 2500 Silverado, in very good condition, 6.0L Vertec, very good condition, 3k recently spent.....£5,995



58 MERCURY, original, 49,000 miles, very clean condition just stunning.....£15,995



62 MERCURY 390V8/Cruiseomatic, very nice old car with only 30,000 original miles£11,995



CONVERTIBLE Camaro 3rd gen just 7,000 miles, amazing as new condition, possibly best in the world! Just stunning.....£12,450



60 MERCURY Parklane in stunning condition, low miles 430ci, turnpike cruiser, very rare£16,995



59 EDESEL Villager, stunning super rare wagon, rebuilt and detailed big block, powerful & fast, drives anywhere, beautiful interior.....£15,995



60 BUICK Electra 225, beautiful original car, in stunning condition, unleaded heads, beautiful original blue cloth interior..£18,995



94 CORVETTE, one owner, needs paintwork, very good mechanically, fast car, light project, VET plate.....£3,995



73 CADILLAC Coupe-de-ville, very nice clean example, runs and drives out perfectly.....£6,250



A	BDK 85 49 BDL	CAD 50N CAE 110S	529 DAY DEJ 49	EMA 847F EMD 87B	G0B 58H OOO 96D0	SHU 88S HUB 42D	JON 49E JOS 11L	KEL 29N KBL 31N	KYA 51N 886D 52	LOU 15N LOU 158P	167 MMH MMH 69K	ODE 112F ODE 117F	PUT 73R PUT 71N	SAR 81R SAV 382M	2536 SZ 988S SZ	WAH 300 WAH 10S
53 AA 487 AAA 592 AAE	BEA 57T BEA 57T	C411 LOW C412 T	477 DMB DDB 57N	ENR 38 ENR 38N	G0L 81N G0L 35N	HUG 637S HUG 378N	J03 37E J03 448N	KEL 51N KBL 31N	K7Y 90K K7Y 90K	LOP 3P LOP 10N	MMH 63K MMH 63K	ODE 130F ODE 130F	PVT 81R PVT 81R	SAV 49E SAV 49E	2536 SZ 988S SZ	WAH 300 WAH 10S
AAN 20 AAN 20 47B 487B	BEA 57T BEA 57T	WCA 10W WCA 10W	DOX 541S DOX 541S	EPV 59W EPV 59W	NGO 1D NGO 1D	HUG 637S HUG 378N	J03 37E J03 448N	KEL 51N KBL 31N	K7Y 90K K7Y 90K	LOP 3P LOP 10N	MMH 63K MMH 63K	ODE 130F ODE 130F	PVT 81R PVT 81R	SAV 49E SAV 49E	2536 SZ 988S SZ	WAH 300 WAH 10S
AR 18N AR 18N	BEA 57T BEA 57T	WCA 10W WCA 10W	DOX 541S DOX 541S	EPV 59W EPV 59W	NGO 1D NGO 1D	HUG 637S HUG 378N	J03 37E J03 448N	KEL 51N KBL 31N	K7Y 90K K7Y 90K	LOP 3P LOP 10N	MMH 63K MMH 63K	ODE 130F ODE 130F	PVT 81R PVT 81R	SAV 49E SAV 49E	2536 SZ 988S SZ	WAH 300 WAH 10S
AS36 GAL AS36 GAL	BEA 57T BEA 57T	WCA 10W WCA 10W	DOX 541S DOX 541S	EPV 59W EPV 59W	NGO 1D NGO 1D	HUG 637S HUG 378N	J03 37E J03 448N	KEL 51N KBL 31N	K7Y 90K K7Y 90K	LOP 3P LOP 10N	MMH 63K MMH 63K	ODE 130F ODE 130F	PVT 81R PVT 81R	SAV 49E SAV 49E	2536 SZ 988S SZ	WAH 300 WAH 10S
AS85 GAL AS85 GAL	BEA 57T BEA 57T	WCA 10W WCA 10W	DOX 541S DOX 541S	EPV 59W EPV 59W	NGO 1D NGO 1D	HUG 637S HUG 378N	J03 37E J03 448N	KEL 51N KBL 31N	K7Y 90K K7Y 90K	LOP 3P LOP 10N	MMH 63K MMH 63K	ODE 130F ODE 130F	PVT 81R PVT 81R	SAV 49E SAV 49E	2536 SZ 988S SZ	WAH 300 WAH 10S
AS85 GAL AS85 GAL	BEA 57T BEA 57T	WCA 10W WCA 10W	DOX 541S DOX 541S	EPV 59W EPV 59W	NGO 1D NGO 1D	HUG 637S HUG 378N	J03 37E J03 448N	KEL 51N KBL 31N	K7Y 90K K7Y 90K	LOP 3P LOP 10N	MMH 63K MMH 63K	ODE 130F ODE 130F	PVT 81R PVT 81R	SAV 49E SAV 49E	2536 SZ 988S SZ	WAH 300 WAH 10S
AS85 GAL AS85 GAL	BEA 57T BEA 57T	WCA 10W WCA 10W	DOX 541S DOX 541S	EPV 59W EPV 59W	NGO 1D NGO 1D	HUG 637S HUG 378N	J03 37E J03 448N	KEL 51N KBL 31N	K7Y 90K K7Y 90K	LOP 3P LOP 10N	MMH 63K MMH 63K	ODE 130F ODE 130F	PVT 81R PVT 81R	SAV 49E SAV 49E	2536 SZ 988S SZ	WAH 300 WAH 10S
AS85 GAL AS85 GAL	BEA 57T BEA 57T	WCA 10W WCA 10W	DOX 541S DOX 541S	EPV 59W EPV 59W	NGO 1D NGO 1D	HUG 637S HUG 378N	J03 37E J03 448N	KEL 51N KBL 31N	K7Y 90K K7Y 90K	LOP 3P LOP 10N	MMH 63K MMH 63K	ODE 130F ODE 130F	PVT 81R PVT 81R	SAV 49E SAV 49E	2536 SZ 988S SZ	WAH 300 WAH 10S
AS85 GAL AS85 GAL	BEA 57T BEA 57T	WCA 10W WCA 10W	DOX 541S DOX 541S	EPV 59W EPV 59W	NGO 1D NGO 1D	HUG 637S HUG 378N	J03 37E J03 448N	KEL 51N KBL 31N	K7Y 90K K7Y 90K	LOP 3P LOP 10N	MMH 63K MMH 63K	ODE 130F ODE 130F	PVT 81R PVT 81R	SAV 49E SAV 49E	2536 SZ 988S SZ	WAH 300 WAH 10S
AS85 GAL AS85 GAL	BEA 57T BEA 57T	WCA 10W WCA 10W	DOX 541S DOX 541S	EPV 59W EPV 59W	NGO 1D NGO 1D	HUG 637S HUG 378N	J03 37E J03 448N	KEL 51N KBL 31N	K7Y 90K K7Y 90K	LOP 3P LOP 10N	MMH 63K MMH 63K	ODE 130F ODE 130F	PVT 81R PVT 81R	SAV 49E SAV 49E	2536 SZ 988S SZ	WAH 300 WAH 10S
AS85 GAL AS85 GAL	BEA 57T BEA 57T	WCA 10W WCA 10W	DOX 541S DOX 541S	EPV 59W EPV 59W	NGO 1D NGO 1D	HUG 637S HUG 378N	J03 37E J03 448N	KEL 51N KBL 31N	K7Y 90K K7Y 90K	LOP 3P LOP 10N	MMH 63K MMH 63K	ODE 130F ODE 130F	PVT 81R PVT 81R	SAV 49E SAV 49E	2536 SZ 988S SZ	WAH 300 WAH 10S
AS85 GAL AS85 GAL	BEA 57T BEA 57T	WCA 10W WCA 10W	DOX 541S DOX 541S	EPV 59W EPV 59W	NGO 1D NGO 1D	HUG 637S HUG 378N	J03 37E J03 448N	KEL 51N KBL 31N	K7Y 90K K7Y 90K	LOP 3P LOP						

[illegible]

AEH 89C	BKN 2T	CAS 952A	DIL 4802	FAR 7Y	GSK 337	JAK 356W	NMA 660T	MPC 50P	PAR 37H	RAY 84R	SHA 61N	TEF 54R	WES 133R
ASE 163T	BKU 452B	CAZ 0NS	DIL 8858	TFA 12R	GSK 779	JAL 53S	MAH 41P	MHR 38P	PAS 533S	RAY 93R	SHA 66R	TEF 51R	WES 57R
AEW 994A	E81 AKE	CAV 380Y	DJI 775T	FAS 77T	QSL 73A	JAM 190W	MAH 33D	MFR 45W	PAS 5S	RAY 56W	SHA 41N	TEN 77T	WES 77T
AFG 652S	KBK 41N	CAZ 23S	DJK 77T	FAC 80Y	76 GTG	JAM 53E	MAH 41E	BS MSR	PTM 47M	RAY 59W	SHA 24R	TEN 7T	WES 100R

1336 AH	830 BNG	567 CBW	DM 6144	FBR 83	GUS 74H	E259 JAH	MAL 267W	MUC 11P	A972 PAT	RCH 24M	SHE 138Y	THH 58R
843 AJ	BNH 85E	CBW 32V	DM 375A	533 FCG	6 UV	B898 JAH	B898 JAH	9158 MV	PAT 34M	RCH 36M	SHE 9Y	THH 59R
AJM 884A	BNH 63E	401 CCE	DNG 34	FCR 88E	GVG 909K	JAP 17N	MAR 647E	MVG 710C	D735 PAT	RCH 84M	SHE 12S	TIA 421E
AJM 555K	BNR 8Y	536 CCE	12R DNR	62 FCY	TB GYM	JAP 1S	MRR 10W	MW 8743	A460 PAT	1569 RD	SHE 12Y	TIB 8

1. First pick 2 letters (not I, Q, or Z)

2. Choose from 51,02,52,03,53,

444 LCN	B0D 361	CEY 63W	DON 54V	AB 18N	SAJ 18N	MFR 17W	177MPC	HAY 023	RED 64R	SHJ 121	17MMO
RAL 41N	BOE 74A	CEY 64W	DON 39V	FCE 517Y	GJA 50B	MFR 19W	MFR 46X	K7 PAY	RED 51R	SPH 150W	W115 ON
ALC 834A	BOL 77S	DON 875V	FIB 539	HAB 40J	4J5 ONB	MM 55A1E	MFR 4P	PAZ 6	RED 51R	SHJ 121	77 KTE
808 ALF	BOL 701V	CG 677A	FIL 65	HAB 40S	NJA 50N	MAS 73R	MFR 4P	PAZ 6	RED 855S	SHJ 13Y	W157 OW
802T				HAB 40S	NJA 50N	MAS 73R		PAZ 6	RED 855S	SHJ 13Y	TNC 94J
				HAB 40S	NJA 50N	MAS 73R		PAZ 6	RED 855S	SHJ 13Y	2484 WJ
				HAB 40S	NJA 50N	MAS 73R		PAZ 6	RED 855S	SHJ 13Y	2484 WJ

AMJ 378F	BOOH 53X	RCH 33M	DOW 17S	68 BLF	47H JAG	LOU 4X	JUK 5W	KEN 5S	LAY 68S	MBC 97H	NAJ 18P	537E PE	REN 30S	LPR 51M	TOG 3Y	WLL 4
AMJ 40J	ROT 80S	CHO 74L	5469 DP	3588 FM	HAL 550N	JAY 51N	JUL 104N	KEN 13P	LAZ 8	MBH 31N	NAN 70N	PEA 73R	REN 413R	RDE 51R	TOL 16Y	W82 WMH
AMJ 375F	SHE 80S	C11 OKA	132 DRB	1879 FM	HAL 4N	JAY 51ON	JUL 106N	4317 KF	31 LBF	MBH 3L	NAS 70R	PEF 805S	REY 466S	SKE 114M	TOL 5H	982 WMH
AMJ 377A	VST 200S	C11 08X	DFE 5S	1763 FM	HAL 8RN	4364 IAY	JUL 106N	KFC 47	LRE 57	35 MC	NAS 64R	PEF 60R	REY 443	WAT 314M	TO 70M	W82 WMH

ANP 797H	SHT 805S	545 CJO	DRR 504B	FNA 922C	APY 64A	JCR 999P	JWO 98N	KGL 83	LEE 366	MCW 95G	NAS 628	PEP 3R	RG 380S	SLA 93R	TOS 80X	JWO 133R
ANP 265A	PEE 805S	414 CKN	DRS 218D	FO 64C	HAP 3N	JDY 200	498 JWE	KHC 3Y	LEE 5N	MCW 94G	NAS 671	PEP 53Y	RHR 255C	SLK 61R	TOY 5	JWO 94R
ANP 264A	FAB 805S	CKP 47R	DRS 262K	FOH 813L	HAR 799N						N4 THS	PEP 8R	RJG 176L	SMA 127B	290 TPE	JWO 71N
ANP 177A	POW 805S	CKT 26L	DRS 235L	FON 61R	WHA 121S						NAT 11S	PEP 121N	RJG 57G	SMA 113R	TTP 1	

6899 AP	D80 VES	C112 VES	DSM 73X	FOX 701V	VHA 12SI	ALL NUMBERS ARE PLUS 20% VAT + £105 TRANSFER FEE		NAV 317F	RPE 76R	207 RML	C5 OLD	THE 113R	WFE IT
APE 69T	WWW 80X	CLU 88S	DSN 23K	FOX 6S	HAR 153N	NAV 300F	RMO 115R	SON 580Y	2424 PF	PMO 115R	SON 580Y	BTR 19R	WJ9 J
APT 13S	WAC 180X	576 CNI	8908 DT	3 FOY	HAR 19Y	1807 NB	2620 PF	RMO 112R	SON 7E	TRO 73R	WRA 25S	WRA 25S	WRA 25S
APP 97	LON 680X	CNU 59H	DT 969S	PA 22	H4 TAC	6506 NB	19 PFM	RNP 9L	SQU 150N	TRY 91Y	WRA 65S	WRA 65S	WRA 65S

ARA 425A	BPM 327	COO 165T	DUG 425K	FRO 24T	415 HBC	NCP 267	8 PGJ	R86 ERS	690 SPE	58 TU	WRA 7S
ARA 95A	BPR 654A	COO 180X	DUG 56S	FPR 39V	851 HBC	253	6555 PH	ROJ 6R	SPON NCE	7354 TU	
ARA 427A	BPR 657A	333 COC	DJL 608B	FRY 5	HBF 406	NDD 956	3745 PH	RDG 6R	642 SPG	TUD 348	WRS 7S
ARIB 557A	BPR 655A	COR 541R	45 DVB	FRY 5S	HC 7831	NED 87P	PHA 998	ROD 63R	SPU 12M	TUD 496	WRT 93A

A1F 80Y	BRA 17T	COX 31V	XEA 1X	FUR 3Y	HEG 30V	NEJ 64R	P111 LOK	ROM 6B	SRL 63M	TW 76F	WHT 103
A5 FAD	BRA 77T	COX 57B	XAN 1V	FUR 3Y	HEL 317V	NEW 574R	PHJ 863K	ROM 582Y	SRL 64M	TW 75F	WHT 944V
H15 HBV	BRA 991T	CPA 107T	F8 EAN	FVL 56J	HEL 317S	NEW 55S	PHW 27R	ROM 586R	SS 3504	TW 86F	WS 361
A00 479	BRE 70T	714 C1C	F7 EAN	FVG 177M	HEL 31V	NEW 31P	PHW 29R	ROM 843M	SSB 512L	1858 TW	WSJ 28T

AUJ 716A	BRE 770J	CRE 4T	EAT 7ES	LSQ 4TN	HES 7ON	BAG 868S	EHJ 558H	MNN 48D	RMO 112R	NW72	PL17S	ROW 113S	SSN 69T	U	U 570D	WWW 80
AUJ 398A	BRE 771Y	CRE 4ST	E7Z 7	64 4TN	HEW 177W	BUK 452B	EVG 550H	MTH 337P	SST 446S	NU 364	PL 111	ROW 417S	SST 446S	U	U 657D	X
AUJ 577A	ABR 199S	CRE 59Y	153 ECK	GAL 73N	HEW 377S	BUK 452B	EVG 550H	MTH 337P	SST 446S	NU 454J	3588 JP	ROX 103Y	K57 AGG	U	U 657D	X
788 4WA	FBR 199S	CRK 8H	148 ECK	GAL 81TN	HEW 377S	BUK 452B	EVG 550H	MTH 337P	SST 446S	NUJ 452H	7461 JP	ROX 103Y	B57 AGG	U	U 657D	X

[illegible]

BAG 913S	368 BTP	CYB 46	EDF 957	693 GGR	HNM 53T	JEM 5S	JY 9184	KKR 5T	LEN 941P	MCY 92E	NOH 712	POM 3J	RUG 8R	STU 985L	VAL 769Y	YAS 111T
BAG 81WS	321 BTT	CYN 119C	EE 945I	602 44W	HNM 5	11 JEM	JYC 25	KLJ 35R	LEN 181H	MCY 71E	NOH 88	POM 33Y	RUG 3L	STU 295U	MCV 4N	
BAG 77T	31 BTW	CYN 700	EPG 308A	GEF 30A	HO 1234	JEP 35H	JYM 297K	342 KM	LEN 297P	MCY 75E	JNO 74Y	POT 1N	RUG 883M	STU 106V	YAS 705	
841 1NS	RUC 223H		EGF 355A	GEF 120	HOB 135H	JES 51Y		497S KM	LEP 84	MDM 653G	NOH 549	POT 312S	RUS 1H	STU 601R	VAZ 21	YJA 51N

BAR 121K	B1 JST	A99 DAL	EHJ 859P	63 RRY	HOD 635H	164 JH	KAJ 68N	KOT 6V	LFM 427N	NME 110P	NSE 87P	48D PPE	RYL 3S	SUB 4R	VG 5830	YAG 69
BAR 121K	BBU 7J	E290 DAN	EHJ 915P	166 ERY	7127 JH	133 GOG	KAJ 69N	889 KOV	LFM 457N	MEL 15F	79 NTW	PPP 475	SAB 133Y	SUB 4R	VL 4	YCG 40
BAR 121N	EBU 7J	E859 DAN	EKA 750	GER 15A	HOL 78N	JHU 604N	KAJ 67N	KPR 41	LGX 227	MEL 145P	NUS 7Y	PPY 146E	SAB 133Y	SUB 3R	V15 OME	YEA 75
BAR 121N	CBU 7J	OAN 13L	5607 EL	GEY 70SE	HOL 73N	JY 5067	KAR 12Y	KPW 99	568 LHA	MEL 32F	NUT 1E	PRC 84W	SAB 133Y	SUD 4N	VJ 8530	YK 693

EEA 570N	BVG 560E	DAR 12T	ELL 4Y	HCR 33N	82 JCA	KAS 160	LSC 21F	MFC 06US	NYC 6L	PSN 690H	LSA 11Y	SUL 114N	V6 VR6
BBA 570N	63 BVT	AKS 70R	ELL 107T	GJY 4728	HIR 8753	KAS 170	KSC 22F	MFG 949	NOY 5Y	PTH 67S	HS41 10N	SVR 45H	YLM 46E
8 ATY	563 BWD	DAS 166	ELL 187T	GKC 50	HOR 702N	KAS 84Z	KSC 22D	MFO 283	28 L0L	PTH 37S	SAT 709X	SUS 51R	VTE 12
YAA 73S	BYE 51T	DA SSU	ELL 152J	GKC 7V	HOR 701N	KAS 80Z	KSP 43	MGL 976	106 45S	PTH 38S	SAL 7	SUT 78N	VTE 9

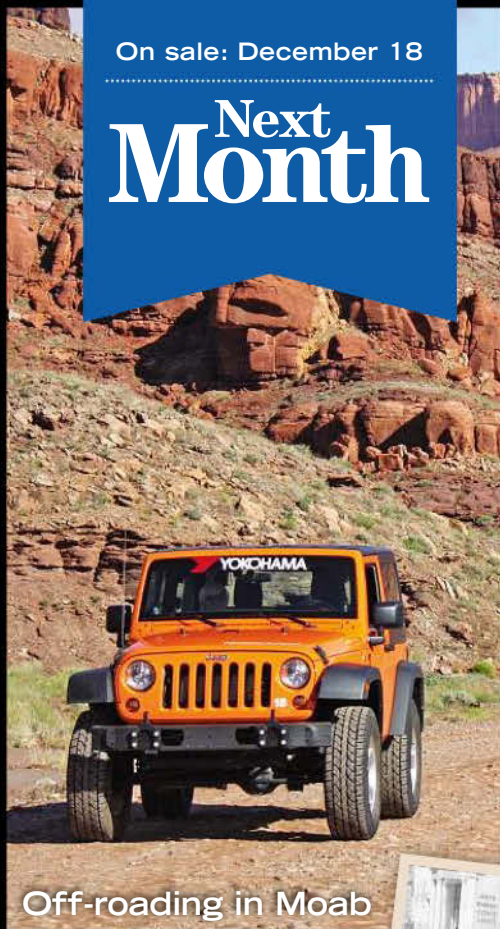
[illegible]

TEL : 0116 235 0116 **8.00am to 8.00pm**
7 Days a Week

P.O. BOX 888 Anstey Leicester LE7 7ZJ

On sale: December 18

Next Month



Off-roading in Moab



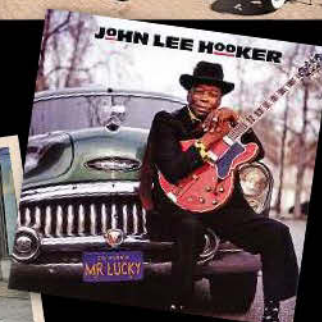
1971 Oldsmobile 442



1957 Chevrolet Bel Air



Harleys galore!



American auto Album art

1959 Plymouth Sport Fury



Still Over Here



1969 Chrysler 300

EDITOR
Ben Klemenzon
bklemenzon@mortons.co.uk

DESIGN
Michael Baumber

CONTRIBUTORS
Huw Evans, Richard Coney,
Steve Havelock, Will Shiers,
Matt Richardson, Paul Bussey,
Nigel Boothman, Mike Renaut,
Tony Oksien, Richard Heseltine,
Steve Miles, Rob Woodall, Jim
Maxwell, Mike Key, Ed Hall, John
Colley, Jon Cass, Chris Chilton, Jim
Maxwell, John Isaac, Grant Ford,
Christian Seabaugh, Evan Klein,

GROUP PRODUCTION EDITOR
Tim Hartley

PUBLISHER
Julie Brown

DIVISIONAL ADVERTISING MANAGER
Sue Kelly
skeilly@mortons.co.uk

ADVERTISING
Sophie Brown
slbrown@mortons.co.uk
Tel: 01507 529416

Nicole Appleyard
nappleyard@mortons.co.uk
01507 529576

SUBSCRIPTION MANAGER
Paul Deacon

CIRCULATION MANAGER
Steve O'Hara

MARKETING MANAGER
Charlotte Park
cpark@mortons.co.uk

PRODUCTION MANAGER
Craig Lamb

PUBLISHING DIRECTOR
Dan Savage

COMMERCIAL DIRECTOR
Nigel Hole

EDITORIAL ADDRESS
CLASSIC AMERICAN
MAGAZINE, PO Box 99,
Horncastle, Lincs, LN9 6LZ

WEBSITE
www.classic-american.com

BACK ISSUES & PRIVATE ADS
01507 529529 24hr
answerphone,
help@classicmagazines.co.uk
www.classicmagazines.co.uk

ARCHIVE ENQUIRIES
Jane Skayman
jskayman@mortons.co.uk
Tel: 01507 529423

SUBSCRIPTION
Full subscription rates (but see
page 20 for offers): (12 months
12 issues, inc post and packing) –
UK £50.40. Export rates are also
available – see page 20 for more
details. UK subscriptions are
zero-rated for the purposes of
Value Added Tax.

DISTRIBUTION
COMAG, Tavistock Road, West
Drayton, Middlesex UB7 7QE.
Telephone 01895 433600

PRINTING
William Gibbons & Sons
Wolverhampton

Independent publisher since 1885

When you have finished with this magazine please recycle it.

Member of the Professional Publishers Association

Having trouble finding a copy of this magazine?

Just ask!

Why not just ask your local newsagent to reserve you a copy each month

ON SALE DATE Classic American is on sale the third Thursday of every month
NEXT ISSUE December 18

© Mortons Media Group Ltd. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any information storage retrieval system without prior permission in writing from the publisher.



David Boatwright Partnership

New and Used American Vehicles

Sales, Parts, Accessories and Service



New 2014 Model Dodge Rams,
All specifications supplied



New 2014 F150 Raptor Supercab Lux,
in stock in the UK. Beautiful truck.
Other colours available to quick order.



2010 Dodge Challenger SRT8 Auto Special
Edition, 2,600 miles from new



2005 SRT10 Quad Cab, beautiful condition
throughout, just 15,000 miles from new,
stainless exhaust, hard tonneau, spoiler,
audio upgrades

New and Used American Vehicles Always In Stock

Delivery time to import to order
from two weeks. We have been
established for over 25 years
supplying new and used American
cars and trucks.

Friendly professional service. Part
exchanges are welcome. All vehicles
are serviced prior to sale and are
HPI and carfax clear. All vehicles
supplied with Autoprotect Premier
Plus warranty.

Please contact us for details of our
current stock or for a quotation on
any new vehicle from the USA. We
can also source late used vehicles
and import them on your behalf.

*Viewing by
appointment*

Visit our website
or call for latest vehicle stock

www.boatwright.co.uk

Telephone: 01376 552 399



New 2014 Dodge Ram Sport Crew with air
suspension, in stock in the UK for
immediate registration. All options.
Choice of three.



2013 GT500 Shelby, stunning car, factory
standard. Performance package, 662bhp,
200mph, 2,600 miles only



2004 Chevrolet SSR Supercharged
Special vehicle only 13,600 miles.



1987 Corvette Convertible, very good
condition, new hood, manual with
overdrive, 43,000 miles shown

Other Vehicles Arriving - Please Call

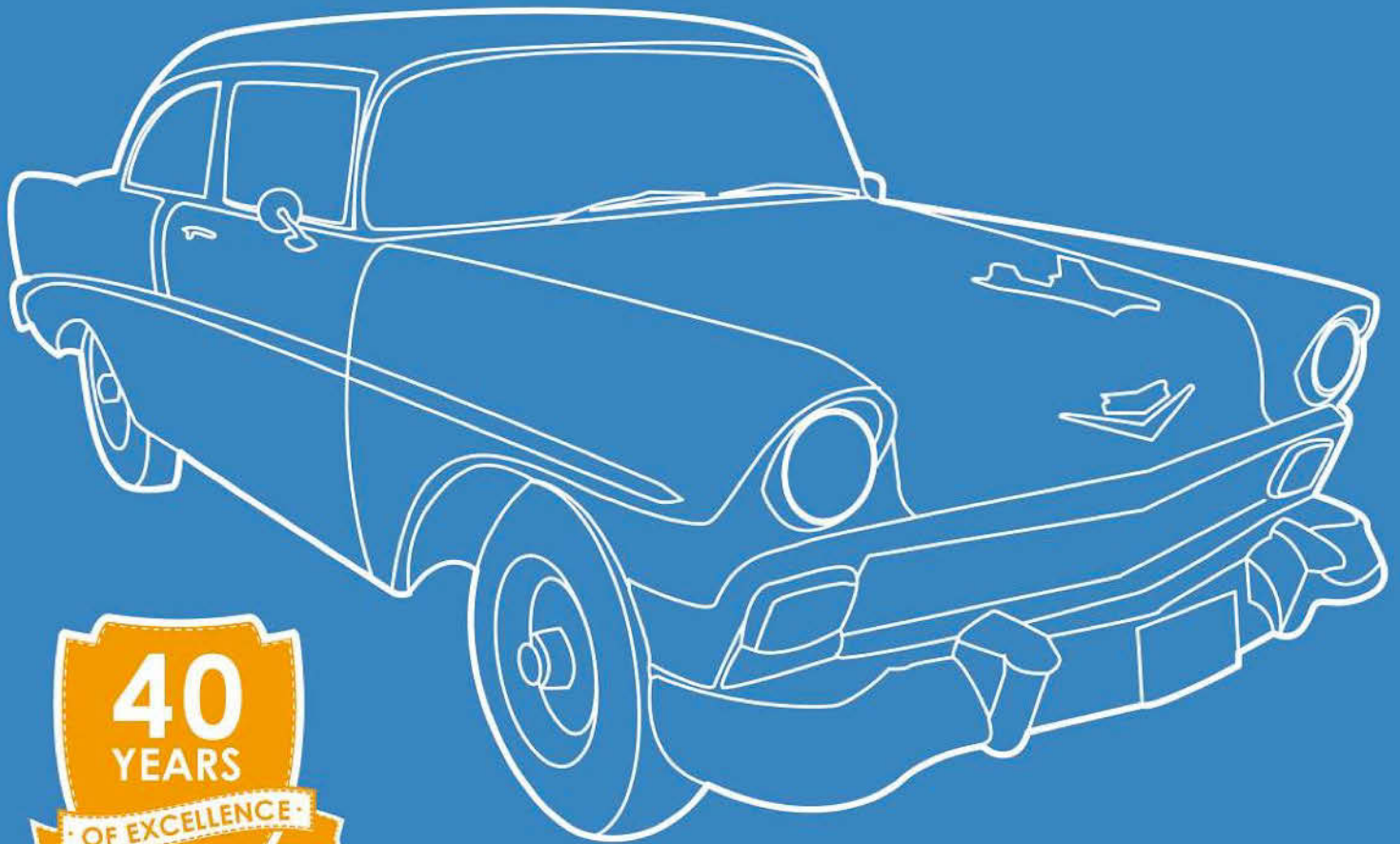
American Vehicle Parts

For a Great deal on Genuine Parts and
Accessories Call our Dedicated Parts line
01376 552 552 or Visit our Website.

www.AmericanVehicleParts.co.uk

Telephone: 01376 552 552

Classic American Car Insurance



Benefits available include:

- Agreed Value
- FREE Legal Cover
- Limited Mileage Discounts
- Modifications Cover
- Laid-up Cover
- Club Member Discounts

Classic American Car Insurance

Adrian Flux know how much you love your American car, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.

0800 081 8989
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

